

# THE ILLUSTRATED LONDON NEWS



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[SIXPENCE.]

## THE "CLOUD IN THE WEST."

THE "uses of adversity" are as well known to politicians and statesmen as to philosophers, and, by the former, are much more frequently applied to a practical purpose.

In a time of public calamity or danger, a ruler can resort to measures which, in a period of calm or tolerable prosperity, he would not dare to attempt. The extraordinary crisis must be met by extraordinary means; they succeed; but things do not invariably return to the state in which they were before; the Dictators of old did not always lay down their power with the return of peace; half of our taxes were invented and imposed to carry on the great Continental war, and we are still paying them, after thirty years of tranquillity. Political dangers and necessities make things possible—even easy—that seemed out of all probability should ever come to pass: the Duke of Wellington passed the Catholic Emancipation Bill, he said, to escape a "civil war." Sir Robert Peel drew a deplorable picture of the finances and credit of the country, and obtained the Income-tax for three years: it is found one of the best instruments for conveying the earnings of the people into the Exchequer, so it is continued for another term, and, in all human likelihood, our grand-children will pay it, as we are paying it now. The Duke pointed out a public danger to be enabled to pass a measure that would have been rejected in a period of security. Sir Robert alleged public necessity to obtain a tax, that, without such a plea, he would have asked for in vain. Both statesmen understood and applied the "uses" of a crisis of political "adversity." The same application is now about to be made of another public calamity, which threatens us, though its effects are not yet visible. The general impression of the deficiency of the harvest, the failure of the potatoe crop throughout Europe and America—extending, unhappily, to Ireland, where it is the staple food of the bulk of the people—will be made the imperious necessity for giving a heavy, if not a final, blow to the Corn and Provision Laws, which were imposed at the risk of exciting a rebellion, were passed amid riots in the Metropolis, and have never been popular at any period of their existence. Repeatedly altered and amended, they never seem to have answered any of their ostensible purposes. They have not benefitted the farmer, for the agricultural interest is the very one that has most frequently suffered from embarrassment and distress, as the records of Parliament abundantly prove; they have not made us independent of Foreign supply, for they have more than once been suspended during actual times of scarcity by Orders in Council; and, whether they have been of any real advantage to the owners of land themselves, by whose influence they were passed, is a question open to great controversy. They have been strongly attacked, and not strongly defended; they are not in the catalogue of party measures; their continuance or their change has always been a commercial problem that involved no religious or political principle; they have been supported by Liberals and denounced by Tories, so that the opinions of public men, upon other questions, give no clue to their probable conduct upon this. For some years the number of the adversaries of the system has been increasing; among them may be counted now, all the Leaders of the Opposition; and from much that has also of late years been visible enough, it may be doubted if the Head of the Ministry will be found a very firm defender of it. It was long ago said of these Laws, that they could be tolerated quietly as long as they were, from the circumstances of the country, totally inoperative; but, in periods of scarcity—to say nothing of absolute famine—their existence would be perilled. Such a period seems at hand; and already rumours are rife that an Order in Council will suspend the Corn Laws for a limited time, and permit the importation of grain into the Kingdom, duty free; this, joined with the "foregone conclusions," contained in the speeches of Capt. Rous, Mr. Sotherton, and other Members of the Legislature, and the Address of Lord Ashley to his constituents, have created a deep and universal impression that the days of the Corn Laws are numbered, and that, in the words of Sir R. Peel, "the principles that have been gradually applied to other branches of industry" are about to be applied to Agriculture.

The Premier once alluded to a "cloud in the West," in a manner of which he was frequently reminded on subsequent occasions. But, a disputed boundary of an unpeopled tract, sinks into utter insignificance compared with another "cloud in the West," he has to encounter in the impending famine in Ireland. The "great difficulty" is increased to an incalculable amount: political discontent will be deepened by physical destitution. Without trade, without resources, without employment, and the great article of food, the staff of life, failing—the worst and saddest results are but too likely to be produced. A Statesman, too, who is charged with such an immense responsibility, must provide for the worst possible.

Political disaffection can be curbed; the days of political rebellions have passed away; the systematic "agitation" that has succeeded the reign of violence, keeps for its own efficacy within the Law, and produces its effects but slowly by means of registries, elections, and other means that require time. But famine has no laws, no arguments, cannot be curbed by force or cajoled by conciliation; it needs no leader, for all suffer alike; it is desperate, as are all struggles for life and death, and its wild ravings can only be pacified by one remedy—food. Some step, then, in anticipation of the pending calamity, must be taken; and thus we hear of a contemplated suspension of the Corn Laws. Already, too, the consequences of this movement are appearing in alleged differences in the Cabinet; the Premier is the man of the hour, meeting exigency by expedient, and not disposed on any question to make himself a martyr to consistency. He has abandoned old principles when they became impracticable in things involving far deeper responsibilities than a question of taxation, import and export, and which, after all, though great in appearance, can be brought down to the level of a Custom House regulation. But some of his colleagues are less impressionable, less easily convinced of the necessity for a step in a new direction, more tenacious of their old opinions and policy. If the suspension of the Corn Laws is to be followed up, on the meeting of Parliament, by any extensive modification of them, as all men seem convinced will be the case, the Premier will need all the support he can derive from the necessity of the case; the "uses of adversity" will be again exemplified, and the "cloud in the West" will be pointed at with an effect nobody can withstand. The temporary suspension will not be much opposed; but, in any discussion on the general question, it will be used as an argument against the whole system.

It will, moreover, be an act of the Cabinet for which the whole Cabinet is responsible, and the resignation of Lord Stanley, on account of the step, does not seem anticipated. But he may not be as willing to join in a course of legislation which would change the law altogether—though the author and advocate of the Canada Corn Bill is by no means incapable of making a compromise on the subject. The same may be said of the great landed Peers; they cannot help the suspension of the law, for a temporary object, but they would strongly oppose an alteration in the law itself. However, wider differences than this have been got over, and rougher opposition than the Premier will have to encounter on this question, smoothed down. For the present, the suspension of the import duties, by the Order in Council, is enough to occupy attention. It is up to the present moment a measure of precaution, rather than necessity, induced, no doubt, by the similar step taken by the Dutch, Belgian, and Russian Governments. They have suspended the collection of all duties on the importation of grain; in Russia the vessels freighted with it are exempted even from the usual port dues. It is obvious, that if England kept up her present high scale of duties, while other countries were suspending theirs, all import here would cease; grain would go to the untaxed market; nay, the grain now in bond here might be taken out and re-shipped for re-exportation.

With the present population of England, the conflicting, but, on the whole, unfavourable, reports of the harvest, and, above all, the failure of the potato crop—the withdrawal of the foreign supply—would throw us wholly and entirely on ourselves—a step which, though its wisdom is often praised in argument, no men placed at the head of affairs have ever liked to carry out in practice. The risk would be too great, and Peel is now only



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doing what Canning did in 1826. But the Corn Laws will not bear now the shock of these suspensions so well as they did twenty years ago. If in a time of plenty they are not wanted, no importation at a profit being possible, and if in a period of dearth they are neutralised by an act of the Executive, the levying a duty being impracticable, those affected by them will perhaps begin to ask, of what use are they at all? The present state of the Continent, too, will give the agriculturists of England a clearer idea of the productive powers of other countries. They are by no means the inexhaustible sources of supply they have been represented. Holland imports at all times; Belgium has a dense population to feed before she can spare any for others; and Russia—even Tamboff itself—is now importing. The farmers of England have been induced to believe that all the produce of grain-growing countries could be brought into competition with them, while it is only their superfluity of which we can avail ourselves. This is not too much for us to hold at command, over and above our own supply, when we consider our limited surface, our uncertain and ungenial climate, and, above all, our enormous and yearly increasing population. If we learn from our present difficulties our real strength and that of our neighbours, the people, too, may have made some "use" of their "adversity," and the "cloud in the West" will not have passed away without leaving some portion of wisdom to compensate for the suffering it brought with it—great part of which human means, we trust, will be found for alleviating.

#### ERUPTION OF MOUNT HECIA.

A few weeks since, intelligence was received that the largest of the Orkney Isles was, during a violent storm from the north-west, on the night of the 2d ult., covered with fine ashes, resembling ground pumice stone; and that it was thought they had been driven by the wind from Mount Hecia. In Iceland, as similar appearances had been observed from a great eruption some years ago. We now learn, that, on the same or the following night, the crew of a vessel, bound to Copenhagen from Reikjavik, observed, whilst about eighteen English miles from land, volcanic flames on the southern coast of Iceland. According to letters which have been received at Copenhagen, an earthquake occurred on the previous day in the west, north, and east portions of Iceland. More recent intelligence has arrived, and it appears that Hecia, after reposing seventy-three years, has again burst forth. In the night of the 1st of September, a frightful subterranean groaning filled the inhabitants around it with terror. This continued till mid-day on the 2nd, when the mountain burst in two places with a horrible crash, and vomited masses of fire. In former times, these explosions came from the summit, where Hecia has no regularly formed crater; but this time torrents of lava flowed down two gorges on the flanks of the mountain. Letters from Reikjavik of the 13th state that up to that day no great damage had been done in the Syssels of Rangervalla and Arnos, situated close to the mountain, inasmuch as the openings whence the ignited masses issue are fortunately on the north and north west sides, and consequently took that direction, in which there is nothing but barren heaths. Besides, the wind having constantly blown from the south and south-west, has driven the ashes and dust towards the opposite points. From the clouds of smoke and vapour, the top of the volcano could not be seen. The sheep on the heaths were driven down to the plains, but not till several of them were burnt. The waters of the neighbouring rivers near the eruption became so hot that the fish were killed, and it was impossible for any one to ford them even on horseback. Although the lava and ashes took a northern direction, the eruption was not known on that side of the island till after the 11th; and even as late as the 15th the people at the Syssels of Mule, in the north-east, were ignorant of it. In the western parts, the noise accompanying the eruption was distinctly heard, like the rolling of distant thunder. Nothing was heard at Reikjavik.

Hecia is in the southern part of Iceland. It is neither the most elevated nor the most picturesque of the Icelandic mountains; but it has become famous by its tremendous eruptions. Twenty-three of these have been recorded since the year 1604; but this statement is far from complete. Hecia has now been quiet for more than seventy years, and remained tranquil more than seventy years before the last eruption in 1772. The summit is divided into three peaks, the middle of which is the highest. The craters form vast hollows in the sides of these peaks, which are mostly filled with snow. The mountain consists mostly of sand and slags; the lava, forming a rugged and vitrified wall, like glazed bricks, seventy feet high, around its base. When Sir George Mackenzie ascended Hecia, in 1810, the vapour of water was ascending from the middle peak, and the heat of the mountain was so intense, that a thermometer placed among the slags rose to 144 deg. Mr. Barrow, on his visit to Iceland, in 1834, did not ascend Hecia, which he compares to the majestic "three forked" Parnassus. The people in the neighbourhood, it seems, attempt to dissuade every one from ascending. It is stated that a French doctor, in 1670, was assured that it was the entrance to the infernal regions, and that the devil was busily employed in handing down the souls of all those who had fallen in battle. Sir Joseph Banks was told that the mountain was guarded by strange black birds, resembling crows, having beaks of iron, with which they would receive ungraciously any one who infringed upon their territory. Sir Joseph found the mountain surrounded for two leagues with scoriae, pumice stone, cinders, and ashes. On reaching the summit, the cold was extremely severe; and the party had their clothes covered with ice, in such a manner that, to use his own expression, "our clothes resembled buckram." The surrounding country was formerly inhabited almost close to the mountain, and said to have been uncommonly beautiful and fertile; but the successive inundations of lava have entombed the farms, and the verdant meadows have been almost entirely covered with sand and pumice. In the last eruption, the shower of ashes, &c., was carried by the wind, and fell like rain on the Ferroe islands, 300 miles distant.

The Geyser Springs are in the neighbourhood of Hecia. "On entering the plain," says Mr. Barrow, "we were at once in the midst of smoke and steam, rising above and around us, and of boiling springs of bogs and heated mud at every step we took. The ground seemed to be shaking and trembling under our feet, and below we could hear a sort of murmuring or rumbling noise, not unlike that of distant thunder."

The eruptions of Hecia become interesting in connexion with the phenomena of the Geysers. Mr. Barrow rightly considers steam as the proximate cause of these extraordinary eruptions of hot water:—"The spectator is everywhere surrounded with steam; he sees it—he hears it—he feels it. And he smells it, impregnated with a small portion of sulphur. We know the projectile force of the elasticity of steam to be much increased by the direction, the smoothness, and the form of the cylinder; but, if it be asked where the fire is that produces all the steam and boiling water, no one will be hardy enough to assign a local habitation to that element which Sir Humphry Davy has called 'an unceasing fire in the laboratory of Nature'—that first operative cause which heaves up mountains—compels them to vomit forth red-hot lava—rends open deep chasms in the surface of the earth, and supplies the fountains of the Geysers with boiling water and steam." A question may be raised, whether the same fire that supplies steam for the Geysers, melts the streams of lava that flows from Hecia? The tranquillity of Hecia is again a such presumption.

The height of Hecia is variously stated. Sir Joseph Banks calculated it, by a Ramsden's barometer, to be 5000 feet. Subsequent observations give the altitude at something less than 4500 feet; but the measurement made by Sir John Stanley gave only 4300 feet. Nevertheless, it is fixed, in the *Penny Cyclopædia*, at 5210 feet.

**ATTEMPTED SUICIDE.**—On Friday night (last week) Mr. Coxhead, well known in the theatrical world, and who, it is said, has lost £15,000 in theatrical speculations, went into a hair-dresser's shop in Kennington, where, after he was shaved, he inflicted a dreadful gash across his throat. Surgical assistance was instantly provided, and as soon as the necessary remedies were applied the unfortunate gentleman was conveyed in a cab to his residence in a very hopeless state.

**FATAL ACCIDENT ON THE SHEFFIELD AND ROTHERHAM RAILWAY.**—On Sunday night last, about ten o'clock, after the mail train had arrived at the Sheffield station, the engine was detached, and after going on to the turntable, was driven on to another line of rails, preparatory to being attached to one of the morning trains. At that time a man, named Matthew Jessop, a plate-layer, in the employment of the contractor of the line from Sheffield to Rotherham, was engaged in shunting several carriages, and amongst them was one heavily laden with iron. It was no part of the man's duty to do this work; but he was employed that evening to supply the place of another man who was ill. For the purpose of shunting the goods train towards the Sheffield station, he had hooked a long chain on to the centre hook of the hind carriage, the other end of the chain being attached to the tender which was going in the same direction down another line. He placed his back against the carriage, for the purpose of unhooking the chain, when the goods train had been shunted sufficiently far, and, when it was too late, found that he had placed himself on that side of the hook nearest to the line of rails which the engine was going down upon. The consequence was that the chain was drawn in a direct line across the poor man's breast, and he was dragged along till the stopping of the engine relaxed the hold of the chain. He then fell, and was immediately afterwards found in a sitting position. On being spoken to, he merely said he should be better if he could cough, and died in about three minutes afterwards.

#### FOREIGN INTELLIGENCE.

##### PARISIANA

(From our own Correspondent.)

PARIS, Wednesday.

The subject that engrosses all conversation is the late defeat suffered by the Grande Nation in Africa. The view taken of it by the English press has not only "raised the dander" of the journalists, but has excited the bile of very *salon*. Comparisons are instituted with the acts of the British force in India, and the mild humanities of the Gallic heroes in Algeria. With one party, Marshal Bugeaud is compared to Washington; with another, to Cataline. The *entente cordiale* is deemed a myth—a shade of a shadow—or what your Shakespeare termed "a thing that left no darkened reflect behind it." Even the *Journal des Débats* has lately indulged in unmeasured attacks upon *la perfide Albion*; but the moderate party feel that the sentiments uttered by the English are founded on the true spirit of humanity and civilization. Various regiments are already departed, to seek a sanguinary vengeance on Abd-el Kader and his enthusiastic followers. The result will be, that two-thirds of the troops will fall beneath the deadly influence of climate; but should they fall before the avenging tribes, their relations in France will be repaid for their loss by the great honour of reading the soldiers' names inscribed on tablets, and their officers deified by some spouter of blank verse from a provincial rostrum.

The race of the Dulcimaras is still in great force here; scarcely a day passes but new wonders are advertised, and vouched for. I do not allude to the political Dulcimaras, which are rife in the citizen palaces and chambers, but of the real Dulcimaras, who vend their pills, powders, and potions. One of the most celebrated of these quacks rejoices in the cognomen of Jean Magloire Canard: he is tall and meagre as the Knight of La Mancha, and his voice is of that peculiar *timbre* that belongs to the O. Smith style of enunciation; his complexion is allied to the mummy of old Egypt, and his limbs osseous and angular. Thrice has Jean Magloire Canard been fined for the practice of his forbidden art; and, but a few days since, the authorities repeated their terrors on the skilful Canard. The scene before the Court was intensely dramatic, and never was I more amused by any *dramatis personæ* than on the present occasion. I give you but a faint outline of the dialogue.

The President: "You fabricate a certain powder?"—"I do not fabricate; I inherit from my ancestors, who were profound alchemists, a distinguished medicine, the powers of which each of them essayed on their own erudite and skilful bodies."

"But you sell them?"—"I sell to the rich, but I gratuitize to the poor."—"You have placed in our hands a paper, in which you speak of the wonderful cures you have made?"—"I can furnish you with divers proofs and sundry evidences. They comprise the incurables that have been pronounced past recovery, and abandoned by the indolent faculty. Could I refuse succour to those unfortunates, who, from their yawning man-lemons, stretched forth their arms to me? My heart is not composed of rock crystal or chippings of granite."

"But here are two proofs that you very often make them pay most exorbitantly?"—"What means of refusal, when on their bended knees they supplicate me?"

"But here is evidence that sums reaching to 100 and 200 francs have been paid at one time. The total which we know—and we do not know all—reaches to a considerable figure?"—"I am cognoscent that I stand within the iron circle of the law—but, humanity! Oh, humanity!"

Here a M. Bijou Byon, a grocer, was called.

"I had an only son, grievously ill; he was given up; the doctor was in despair—recommended me to M. Canard. He gave my son a powder."

The President: "And was he saved?"—"No, he died."

"He was lost before he took my powder—he was too late—if it had not been for that?"

Then came forward a M. d'Allemange.

"I had an afflicted liver—even the great Doctor Marjolin could do nothing for me. I heard of M. Canard. He refused to give me his wonderful powder; but I threw myself at his precious feet, and supplicated with prayers that he would give me only one. He sold me fifty; and from that time I have felt new born."

"And you continue the powders?"—"And shall continue them till death!"

M. Bonjean, an independent gentleman, testified equally to the admirable effects of Canard's powder for an obstinate cutaneous disorder.

"It appears that your powder cures all diseases?"—"With sublime energy!"

"All!"

The President to the last gentleman:—"How much did you pay him for each powder?"—"Thirty sous."

"You perceive that your services were not gratuitous?"—"I give my powder to the poor—treat me with indulgence, Gentlemen, in favour of humanity."

"I your remedy is salutary, it is necessary that you place yourself under an immediate course of?"—"I sent my powder and my receipt, in 1833, to the Academy of Medicine; they replied to me?"

"Well?"—"They replied, after a delay of six years, by sending me before the Police Correctionnelle."

"You have been before fined?"—"Yes, twice or thrice: in 1833, to 100 francs fine; and last year to 500 fr."

The Bar was filled with letters of invalids who, from every part of France, had written for powders; and felicitations of the extraordinary effects which they had produced, with sonnets and laudatory verses, innumerable. The Tribunal condemned the Celebrated to 600 francs fine, and ten days imprisonment. He left the Hall surrounded by a vast concourse of his clients, all of whom sympathized with his sorrows, and execrated the blind decrees of the legal functionary.

##### FRANCE.

Our Paris contemporaries have been a good deal excited this week by the announcement of the intended resignation of Marshal Soult. At a Council held on Saturday, his colleagues in vain urged him to continue at least President of the Council, and to leave the fatiguing War Department to any person he might please to select; the Marshal replied that he considered that he had amply acquitted himself of his duty to his country, and that he had, at length a right to take some rest and attend to his declining health.

The following letter from Algiers, dated October 10, is from the *Journal des Débats*, and may be looked upon as official. If it be authentic, the rebellion against the French is nearly terminated for the present:—

"The accounts from Oran are more favourable. The rebellion seems to be, for the present, confined to rather a narrow circle, or between the four sides of the square formed by the sea, the Rhaia, the parallel to the sea running through Dlemecen and Lalla Maghrnia, and the frontier of Morocco. This great movement, the commencement of which had been marked but by disasters, had struck everybody, and demoralised the bulk of the people of this city; the Marshal's absence from Algeria, and that of General de Lamoricière from the province of Oran, were real and serious causes of anxiety. Confidence has now revived. Abd-el Kader, after being bold and skilful, has stopped and hesitated, either spontaneously, or owing to the nature of the army he commands, and has not gone on with decision. Time has been for us, and now the evil will not increase. On arriving at Oran, General de Lamoricière has assembled about him some isolated corps; the towns or posts are sheltered against any serious attacks, and the General in person was, on the 5th instant, in front of Abd-el Kader, ready to combat him where or he might move. We await with impatience the arrival of the Marshal, and of troops from France."

The state of the London Money Market, on Saturday last, produced something very like a panic in the Paris Bourse on Monday. The public funds fell considerably, the Three per Cents in particular, which, at one moment, were so low as 82½, being a fall of 75c, as compared with the closing price of Saturday. They rallied, however, towards the close of business, and rose to 82½. The Five per Cents were not so much affected.

The Share Market was similarly agitated. Shares of every description fell considerably, but, like the public funds, recovered, in some degree, ere the close of business. Strangely enough, however, promises of shares maintained themselves.

"A private letter from Sebastopol," says the *Journal des Débats*, "gives us some details relative to the sojourn of the Emperor of Russia in Bessarabia and in the Crimea. It appears that his Majesty had had an interview with Prince Woronzow at Sebastopol, and was induced to defer his journey to Moscow, and repair by way of Knaïkoff, Kiew, Cracow, and Germany to join the Emperor. By an ukase, his Majesty had conferred special powers upon the Hereditary Grand Duke during his absence. Count Nesselrode, Minister of Foreign Affairs, was to accompany the Emperor, and would remain in Italy, it was said, until the close of the year. During his rapid journey, his Imperial Majesty devoted his attention almost wholly to the army and to the fleet in the Black Sea. The naval department had for some time past displayed the greatest activity in the ports of Nicolaïeff and Sebastopol. In the former of those ports, there were launched on the 21st of September no fewer than eleven new ships of war, and at the latter two (the frigate *Kovanna* and the brig *Orpheus*). The Emperor, accompanied by the Hereditary Grand Duke and the Grand Duke of Hesse, who made the last campaign in the Caucasus, inspected most minutely the whole of the vessels, and caused the two divisions of the fleet assembled at Sebastopol to manoeuvre. He likewise visited the arsenal and fortifications of the town."

##### SPAIN.

The news from Madrid, is to the 16th inst., but it is unimportant. Private letters from Barcelona of the 15th inst., announce that a serious conflict took place near Girona, between the populace and the Civic Guard, on the occasion of the latter having attempted to protect the levying of taxes under the new system. Many lives are said to have been lost on both sides.

##### HOLLAND.

The King of Holland opened the Session of the States General, on Monday last, at the Hague, with a speech, in which he alluded in satisfactory terms to the position of the commercial interests, and the general state of the kingdom. In reference to his late visit to this country, his Majesty said:—"The visit which I have paid to her Majesty the Queen of England, will contribute, I hope, to consolidate the good understanding which exists between the two countries and their Governments. For my part, I shall retain the most agreeable impression of the welcome which I received on that visit."

The King alluded in the following terms to the precautions adopted to prevent a scarcity of food:—"To prevent the misfortunes arising from the deficient crop of one of the most important articles of food measures have already been taken, and, in concert with you, they will soon be extended. By the aid of these measures, in conjunction with the charitable spirit which characterises the nation and which has never failed, and by the progressive creation of works for the employment of the indigent classes, we may hope to obtain an alleviation of the fatal consequences of this calamity. The reports which have reached my Government on the crop of some other agricultural productions, justify this hope."

##### THE WEST INDIES.

The Royal mail steamer *Teniot*, Captain Allan, arrived in the Southampton Docks at eight o'clock on Monday morning, from the West Indies.

The latest date she brings are as follow:—Jamaica, Sept. 23; Demerara, Sept. 20; Trinidad, Sept. 22; Barbadoes, Sept. 26; Grenada, Sept. 25; St. Thomas, Sept. 30. La Guayra, Sept. 15; Cayal, Oct. 13.

The news is unimportant. At Jamaica there had been a great want of rain, and planters were complaining that their crops would be destroyed if the dry weather continued longer, as also at St. Jago de Cuba.

A vacancy has occurred in the representation of Jamaica by the death of George Orrell, Esq., one of the late members, shortly after his disembarkation from the steamer *Forth*, from England, on the 15th inst.

##### NEW ZEALAND.

The *Tryphane* has arrived at Liverpool from New Zealand. She brings advices to the 17th of May, the contents of which are somewhat interesting and important, as showing the dangerous and unsettled position of affairs in that colony:—

"Our last advices were to the 3rd of May, and stated generally, the fact of an outbreak of the natives, and the capture of Pomare by her Majesty's forces. The more recent accounts give details of the further operations, directed principally against a stronghold in the possession of a rebel chief, John Heki, which, however do not seem to have been successful, although serious loss of life is said to have been the result to Heki's followers, amounting, by one account, to 200 men killed. On our side, the loss is stated at 11 killed, and 37 wounded. The position of the natives was a very strong one, and very obstinately defended. The British force, consisting of troops of the 58th and 96th Regiments, with seamen and Marines from the *Stains Castle*, *Velocity*, and *Aurora* ultimately retired in good order from the scene of contest. It is doubtful, from the accounts, whether the affair will not rather encourage than depress the rebellious followers of Heki, who is still at large, and expected to be very troublesome."

"Several of the reports are very contradictory. One of them states that, during the absence of the troops, the boats of the *Hazard* and *North Star* burnt five villages, and destroyed ten cocoa canoes belonging to John Heki, and sent off four European boats which had been stolen, and, with the canoes, were hauled up amongst the bushes. After the action, the whole of the parties engaged, with the wounded, were embarked, and returned to Auckland."

The following is an extract of a letter received at Lloyd's, from their agent at Auckland, under date, the 24th of May:—

"The blockade of the port at the Bay of Islands is still in force. Another engagement has taken place between the natives and the soldiers, in which the latter have been partially successful. About 14 soldiers and marines were killed, and the large number of 37 wounded. The natives, on the other hand, have about 100 killed, and a large number wounded. Hostilities have for the present ceased, and the troops are on their way returning to this place (Auckland)."

##### THE RIVER PLATE.

The brig *General Belgrano* has arrived at Falmouth from Buenos Ayres, from whence she sailed on the 24d August. The master reports that the Buenos Ayrean squadron were anchored off Monte Video, and that Admiral Brown, his officers and crews (except the British and French seamen, who were landed at Monte Video), had been sent to Buenos Ayres in British and French Government steamers. The *Gorgan* steamer was the only vessel of war at Buenos Ayres. A portion of the British and French fleets were blockading Colonia, Maldonado, Busco, and the other ports occupied by Oribe. A French and a British ship of war had gone up the Uruguay. Oribe remained before Monte Video inactive. All the Marines were landed from the British and French squadrons, and notice was sent to Oribe from the Plenipotentiaries, that Monte Video was under the protection of their Governments; but he still refused to withdraw.

A letter from Buenos Ayres, dated August 21, says:—"It is reported that Admiral Inglefield is daily expected, and some are afraid that it will be to blockade this port, as the British and French Ministers find that they can make no impression on General Oribe by blockading the Oriental coast. I am afraid that England and France have commenced a work which will bring ruin on all connected with this place, without any ultimate good, as, unless a large expedition be sent out, they cannot move General Oribe from the Banda Oriental."

"The Government have brought up a large quantity of arms and ammunition and all the people, from 14 to 80, are obliged to enlist themselves in the militia."

#### ARRIVAL OF THE OVERLAND MAIL.

##### INDIA.

Papers were received yesterday (Friday) afternoon by the Bombay mail, which left the Presidency on the 15th of September last. It is the first of the regular mid-monthly mails, which are in future to be despatched on the 15th or 14th if the 15th be Sunday) of each month, and to be conveyed by a steamer to Aden, whence they are to accompany the Calcutta mails by the Peninsular and Oriental Company's steamers to Suez, &c. Commercial affairs were much in the same state as at the departure of the last mail.

This mail brings interesting intelligence from Lahore, where the Government of the Queen Mother and her brother, the Wuzeer, is in a precarious state. Peshora Singh continues master at Attock, on the Indus, and has beaten some troops sent against him. He has been joined by Tej Singh, the well-known successor of General Avitabile, as Governor of Peshawar, who is disgusted with the treatment which he and his relatives and friends have received from the Government at Lahore. The wily old chief, Goolab Singh, has contrived to get away, on leave, from Lahore, and has retreated to Jamoo, where he is watching the course of events, and regulating the web of his intrigues for his future advancement.

The Sikh soldiers are dissatisfied, and anxious to move towards the banks of the Sutlej, as if to come to a conflict with the British.

The Governor General, Sir Henry Hardinge, was to quit Calcutta on the 23rd of September. He embarks at Barrackpore, and will receive the last salute which Serampore can give as a Danish settlement, for it is about to be ceded immediately to the British authorities.

The fatal duel case was tried on the 19th ult., when Messrs. Nelson, Fenwick and Blunt, charged with the wilful murder of Lieut. W. S. R. Fulloch, were all acquitted.

The deaths are mentioned of two gallant officers, Major General Considine and Major Leech, of the Bombay Artillery, who had distinguished himself during the late campaign in Afghanistan.

From Scinde little is known; tranquillity prevails in its districts. The small expedition to Kusmore on the banks of the Indus above Sukkur has returned to Hyderabad. Sir Charles Napier was at Kurachee, whither the 2nd Regiment of Bengal Europeans was marching from Upper Scinde in order to secure its health on the subsiding of the Indus.

There has been much talk respecting the letter written by Lieut.-Colonel Onram to General W. Napier, in which strong charges are brought against Sir Charles Napier. Indignant at them, Sir C. Napier had asked for a court-martial, either on himself or Colonel Onram, which were both declined by the Governor-General, on the ground that such an investigation was not requisite, and would lead to the production of evidence which the nature of the service did not require to be made public.

The news from Afghanistan is conflicting; some representing Dost Mahomed as embarrassed in his finances, and unwilling to make war, while others contend that the notorious Akbar Khan, his son and Wuzeer, was preparing to move towards the Indus, and to seize Peshawar.

Mr R. Montgomery Martin has arrived with this mail from Bombay.

The cholera, after having ravaged many places, was decreasing.

Railways were proposed at each of the Presidencies, and with the greatest hopes of success. The utility of one from Bombay to Bengal will become manifest from the fact that the mid-monthly mails of the 24th of July were conveyed in a steamer from Aden to Bombay, and thence sent express to Calcutta, where they arrived 36 hours before those sent by the steamer direct from Aden.

The arrival of the *Hindustan* steamer on the 3rd, with Mr. Simms, Mr. Stephenson, and the railway surveyors who accompany him, has given new life to the railway proceedings. Nothing can exceed the earnest anxiety of the Governor-General upon the subject. All is haste and activity.

##### CHINA.

The news from China comes down to the 10th of July, and does not contain any remarkable fact. Trade was dull at Canton and in the other four ports. A man named Ingwood, belonging to her Majesty's steamer *Drover*, had been tried before the Supreme Court of Hong Kong, for the murder of another sailor, by throwing him overboard from a boat with his hands and feet tied. He was found guilty and hanged, in company with a Chinaman, convicted at the same sessions of robbery and assault with intent to murder.

**UNIVERSITY COLLEGE.**—Professor T. Taylor, of Trinity College, Cambridge, commenced his Course of Lectures upon English Language and Literature on Tuesday last. His introductory discourse comprised an elaborate and interesting notice of the origin and subsequent changes of our language, as it became modified by circumstances; evidencing a complete knowledge of the subject, as well as much deep research and the closest reading. Discarding everything like uncertain speculation, the sources of the various streams contributing to form our tongue were clearly developed, and its power and capabilities fully dwelt upon. Mr. Taylor's reception was most cordial; and he was similarly cheered at the conclusion of his lecture, which was well attended.

## THE RAILWAY PROGRESS.

**AMBERGATE, NOTTINGHAM, AND BOSTON.**—The Ambergate, Nottingham, and Boston Company have determined to extend their line from Grantham to Sleaford, and surveys for that purpose have been commenced.

**A NEW RAILWAY DEPARTMENT AT THE STOCK EXCHANGE.**—The managers of the Stock Exchange have decided upon the establishment of a department for the registration of intelligence affecting railway shares, English and foreign. Circulars are to be addressed to the different companies, requesting a prospectus and map, copies of reports, notices of calls, &c., and weekly returns of traffic belonging to each undertaking. A schedule of inquiries is also sent to be filled up.

**KENTISH LINES.**—The rage for railroad making does not yet appear to have reached its height. In the course of fourteen days, 79 new schemes have been brought before the public, the aggregate amount of whose capital is £1,535,500. The county of Kent is intersected with lines from all extremes. Four lines to Canterbury are before the public, and branches into the neighbouring towns are numberless. That many will fill to the ground there can be no doubt; but others, exhibiting a decided public benefit from their adoption, will, in all probability, receive the sanction of the Legislature.

**PETERBOROUGH AND NOTTINGHAM JUNCTION.**—A very numerous meeting of the proprietors and occupiers of land was held at Standwell's Hotel, Stamford, on Monday, for the purpose of considering the advantages which the projected line of railway from Peterborough to Nottingham was calculated to afford to that town. The proceedings terminated by a very crowded meeting unanimously passing a series of resolutions approving of and pledging their support to the Nottingham, Stamford, and Peterborough line, and the Sutton-bridge, Stamford, Leicester, and Birmingham Junction line.

**RAILWAYS IN THE CITY.**—Within the last few weeks several new schemes for joining together, and giving a City terminus to the railways which enter London on the north side of the river, have come before the public. The proposition of the Birmingham Company to buy the Fleet-market for a terminus, and of the Direct Manchester Company to buy the Fleet-prison, is likewise engaging attention. The Farringdon-street extension is also proposed by the South-Eastern line, and an infinite number of other projects for the same purpose. All this clearly proves that the subject is really becoming an important one, and that it will occupy the serious attention of the Government.

**RAILWAY STREETS.**—The question of adapting Railway viaducts to street traffic, so as to improve instead of deteriorate the property they pass over, and diminish the cost of their construction by the proceeds of new building frontages, will receive, it is conceived, a practical solution in the experiment about to be tried on a grand scale by the Thames Embankment and Railway Junction Company. The object of this company (promoted by the Earl of Devon) is to form a thorough communication with the railways entering the metropolis from the east and west, and to connect them, by a Railway bridge, with the lines approaching the Thames from the north and south. It is intended to form between the Minories and Blackfriars-bridge a new street, nearly as wide and straight as Oxford-street, with a Railway viaduct for atmospheric carriages in the middle, constructed with cast-iron girders, supported by columns along the side pavement, resembling those of the Quadrant. The new street, which will give a frontage to Doctors Commons, and open a view of St. Paul's from the south, will, in connection with the embankment line, if carried out as intended, form one of the main arteries of the metropolis. The chief City station will be immediately at the back of the statue of King William, facing London-bridge; but it is intended to have a station for omnibus traffic every five hundred yards throughout the line.

**BERKS AND HANTS.**—This line, which is to connect the Great Western and South Western Railways together, has been laid out, under the superintendence of the Company's engineer, Mr. Benham. In length, it is upwards of thirty-nine miles.

**SHEFFIELD AND MANCHESTER.**—The works upon this line of railway are, for the most part, completed, and the rails laid; the tunnel, however, remains unfinished, but nearly 2000 workmen are engaged fixing the masonry.

**DEAL AND DOVER.**—This line proposes to complete the chain of coast communication, and to avoid the engineering difficulties of the Castle Hill, at Dover. It is to throw a belt of railway communication round the entire coast, reduce the distance by about two miles between its proposed termini, and complete the military road by rail between the great naval arsenals.

**REGENT'S CANAL.**—A meeting of the proprietors, leaseholders, and occupiers, along this canal, was held on Tuesday, at the York and Albany, for the purpose of protesting against its conversion into a railway. Mr. Cumber was in the chair, and the meeting was addressed by Messrs Stanley, Greenhaugh, Danell, Denham, Lea, Heywood, Yeates, Captain Margerie, and others. Resolutions, strongly condemnatory of the proposed Railway were passed; and an amendment, to appoint a deputation to wait upon the Directors, was lost, only six or eight hands, in a crowded room, being held up in favour of it.

**BEDFORDSHIRE LINES.**—The southern part of the county of Bedford is likely to partake largely in the benefit of Railway communication. There are no less than six Railways contemplated to pass by the town of Luton, four of which will communicate between Luton and Dunstable. Of course, some arrangement must be made between them, as it is absurd to suppose that four Railways should exist at the same time between these towns.

**CRYDON ATMOSPHERIC LINE.**—On Monday there was a special exhibition of the working of the atmospheric line of the London and Croydon Company. At nine minutes before two, the train, drawn by a locomotive, left the London station, arriving at the Dartmouth Arms, the point at which the atmospheric line commences, in eleven minutes. At seven minutes and a half past two, the train again left its point of rest, and at eight minutes and three quarters past two, the piston got into the pipe, and proceeded at a rapid rate. Within a minute, a speed of 12 miles an hour was attained; in the second minute, 18 miles an hour; in the third minute, 25 miles; in the fourth minute, 34 miles; in the fifth, 40 miles; and in the sixth minute, it reached its maximum speed, which was about 52 miles an hour, at which it continued till it slackened speed, on approaching the Croydon terminus. The whole distance, about 54 miles, was performed in about eight minutes. The train was heavier than on the first experimental trip, consisting of ten carriages, which, with passengers, exceeded fifty tons. The barometer in the piston carriage indicated a pressure of between 25 and 26. The party, having inspected the machinery, left Croydon at a minute and a half before three. At forty seconds before three the piston entered the tube, performing the distance to the Dartmouth Arms in ten minutes, including a stoppage at the Norwood Station. This stoppage was made for the purpose of testing the efficiency of the "breaks" intended to be used on the line. On leaving the atmospheric line, the locomotive was again attached to the train, and the party were once more safely launched in London. The travelling was tolerably easy during the greater part of the journey, but at intervals the oscillation was perfectly frightful. On their return, most of the party occupied first-class carriages. The movement of the train was scarcely felt; it formed a strong contrast with the oscillation which was experienced after leaving the atmospheric line. Another experimental trip took place on this line on Tuesday. The highest speed attained was one mile in sixty-two seconds, being about fifty-eight miles an hour. The oscillation in the third-class carriages was not so observable as on the previous day. It is understood that the line will be opened to the public next week.

**LONDON AND YORK.**—The directors have issued the usual legal notices of their intention to present a petition to the honorable the House of Commons in the next session of Parliament, for the introduction into that house of a London and York Railway Bill, the same in every respect as the said London and York Railway Bill when it was read a third time and passed by the said house last year.

**DIRECT NORTHERN.**—The promoters of this scheme are, it is said, also prepared to go to Parliament, and have altered their line so as to come into Grantham.

**THE ELECTRIC TELEGRAPH.**—The Electric Telegraph is being laid down on the London and Dover Railway.

**SOUTHWARK-BRIDGE AND NORTH KENT RAILWAY.**—This bridge has been sold to the North Kent Company (Vignoles' line), subject to their obtaining a bill, and the consent of the proprietors. The terms are £300,000, or a rental of £12,000 per annum. The present net proceeds of the bridge, all expenses deducted, amount only to £2,000 per annum, and the market value of a 100 share, until lately, was £3. The bridge was surveyed by the Thames Embankment and Railway Junction Company, with a view to the same object, but the latter company declined offering more than £150,000, on the ground that a new railway-bridge could be built for nearly the sum that would have to be spent in the re-construction of Southwark-bridge to adapt it for railway traffic, without closing the bridge as a public road.

**MISCELLANEOUS RAILWAY NEWS.**—Among late items of Railway intelligence, it may be mentioned that the London and Birmingham and Grand Junction Companies have settled their differences, and are henceforward to operate cordially together. Strong opposition is to be made against competing companies for mutual benefit. The South Western and Great Western Companies, it is also said, have established friendly terms. Mr. Hudson is understood to be making his way into the Manchester and Leeds Company. It is said he requires the directors to discontinue their support of the London and York line. The belief is that he will not succeed in this respect. A meeting of the Oxford, Worcester, and Wolverhampton Company has been held, at which a committee was appointed to draw a memorial to the Great Western Company on the subject of its guarantee, with the view of getting better terms for that company. At a special meeting of the Manchester and Birmingham Company it has been resolved to capitalise the mortgage debt of the company, amounting to £700,000, by issuing 70,000 new £10 shares, to be allotted among the registered proprietors of the company in the proportion of one share for every £30 stock held by such parties on the 10th of November, but no proprietor is to be entitled to any such share in respect of any fractional portion of stock less than £30.—Times.

Grand Union shares have considerably fallen, in consequence of Mr. Hudson joining the Ambergate, Nottingham and Boston Railway.

**EXTENSION OF COMMERCE ON THE EASTERN COAST.**—The midland east coast of England is destined to become wholly changed. At present, the commerce of the sea ports situated here supplies only the wants of the small agricultural towns and villages, and few imports find their way into the interior to the manufacturing towns, being totally destitute of communication inland, except by the common roads. Railways are proposed which will provide a cheap and rapid transit, and we may expect to see cities where there are only villages; among the projects, we notice many to unite the important town of Boston; another, to make a commercial place of Wainfleet, now only a small village, but which possesses capabilities of becoming a large importing and exporting sea port and a trade always brings population, we may expect to see on the eastern coast in a few years, a trade and population which may compete with the banks of the estuary.

**SETTLING DAYS.**—The committee of the Stock Exchange have fixed the settling days for the transactions in the scrip of new companies as follows:—October 28, North and South Wales and Worcester; Paris and Strasburg (Amard's); Manchester and Southampton; St. Albans, Hatfield, and Hertford Junction; Reading, Guildford, and Reigate; Southampton, Manchester, and Oxford Junction; Larne, Belfast, and Ballymena; York and Lancaster; Tring,

Reading and Basingstoke; Bridgewater and Minchhead; North and South Connecting; London and South Essex; Blackwall Extension; South Staffordshire Junction; Madrid and Valencia. November 5, Great Western of Canada.

**RAILWAY SPECULATION.**—We understand that a meeting of the directors of the leading Railway companies is about to be held, for the purpose of considering the best means of checking unhealthy speculation in shares of questionable companies, and upholding the character of those which are legitimate.

**PENALTY FOR IMPROPERLY USING NAMES BY RAILWAY COMPANIES.**—The 65th clause of the 7th and 8th Victoria imposes a penalty upon individuals who insert names in railway prospectuses without authority. The clause is as follows:—"And, forasmuch as great injury has been inflicted upon the public by companies falsely pretending to be patronised, or directed, or managed by eminent or opulent persons, now, for the purpose of preventing such practices, be it enacted, with regard to every company or pretended company whatsoever, whether registered or not, and whether now existing or not, that if any person shall take any such false pretences, knowing the same to be false, in any advertisement or other paper, whether printed or written, and whether published in any newspaper, or handbill, or placard, or circular, then every such person shall forfeit for every such offence a sum not exceeding £10."

**LONDON AND EDINBURGH DIRECT.**—Amongst the new schemes which have become candidates for popular favour during the last few days is, "The London and Edinburgh Direct, and Darlington and Hawick Junction Railway." The proposed line, taking for given quantities, the London and York, and the Direct Northern, on the Lincoln and Cambridge, and Lincoln and Cambridge Extension, by some one of which the city of York will be reached, and including in the project the completion of the Great North of England Railway, proposes to consummate a direct eastern line of Railway from London to Edinburgh. Issuing from Darlington, the terminus of the Great North of England line, this project will traverse the vast and valuable Durham coal field, giving additional facilities for the transport of its riches to the markets of England, and affording a direct, safe, and rapid communication between the capitals of England and Scotland. In the district proposed to be traversed, the purchase of the land is said to be low, the surface level, and the geological character of the district favourable to engineering works. The project has met with the support of most of the landowners on the line.—Morning Post.

## NEW RAILWAYS.

The following are amongst the new schemes recently projected:—**METROPOLITAN SOUTH SUBURBAN ATMOSPHERIC.**—The prospectus states, "that it is proposed to have a central terminus in Queen-street, Cheshire, with a direct railway over Southwark-bridge to the Elephant and Castle, and thence by radiating branches, to accommodate Kennington, Brixton, Streatham, Croydon, Clapham, Balham, Tooting, Mitcham, Walworth, Camberwell, Peckham, Dulwich, Norwood, the Kent-road, Deptford, Greenwich, Blackheath, Charlton, Woolwich, Wandsworth, Putney, Mortlake, and Richmond, completing the chain of communication with the South-western at Wandsworth, and with the South-eastern at Croydon. The capital is fixed at £1,000,000, in 50,000 shares, at £20 each."

**BOGNOR, LONDON, AND BRIGHTON JUNCTION RAILWAY DOCK, HARBOUR, AND PIER.**—A line commencing at Woodgate, on the Brighton, Chichester, and Port-mouth Extension line, running over a level to Bognor harbour.

**TENBY, SAUNDERSFOOT, AND SOUTH WALES.**—A line to commence at a point of junction with the South Wales Railway, near Rhyolton, and pass through the Antiferic coal fields to the harbour of Saundersfoot and Tenby.

**LIVERPOOL AND HULL DIRECT CONNECTING RAILWAY, BY BLAKEBURN, BURNLEY, AND LEEDS.**—Capital £1,200,000, in 60,000 shares of £20 each.

**CHELTENHAM AND MALVERN JUNCTION, VIA LEWESBURT AND UPTON.**—A line intended to diverge from the Ashchurch station of the Birmingham and Bristol Railway. Proceeding by the borough of Tewkesbury to Upton, and passing near Hanley, it will unite with the Worcester and South Wales Railway at Malvern. The length of the line is twelve miles, and the capital £160,000, in 8000 shares.

**CENTRAL METROPOLITAN.**—The preliminary announcement of this company states its object, which is to carry out "an internal system of railways through the central parts of the metropolis, connecting its most important suburban districts, and furnishing a direct communication between the east and west ends and the principal thoroughfares and railway termini."

**ROYAL GRAND JUNCTION.**—A line commencing at the Reigate Station of the Brighton Railway, and passing through Belchworth, Dorking, Mucklenhaw, Leatherhead, Feltham, Great and Little Bookham, Stoke d'Abernon, Copham, Farewell, Clarendon, Weybridge, Windsor, to the Slough Station of the Great Western Railway. Capital, £600,000, in 30,000 shares.

**GREAT GWENDRAETH VALE AND WEST JUNCTION.**—A railway, intended to form a junction in the most important part of South Wales, with three other projected lines, viz.—the South Wales, the North and South Wales, and the Welsh Midland: it will commence at Burypoint, Carmarthenshire, and near Pembrey will cross the South Wales Railway, and running through Gwendraeth vale, will join the Welsh Midland six miles from Llandovery, and nine from Carmarthen, then up the Vale of Cothly to Lampeter, where it will join the North and South Wales Railway, being of a length of about 45 miles.

**NEWPORT EBBW VALE AND TREDEGAR.**—A line to connect those well-known iron and coal districts in South Wales. Capital, £300,000, in 32,000 shares.

**PLYMOUTH, BIDEFORD, STRATTON, AND MELLOCK.**—A Railway connected with the construction of a harbour of refuge at Mellock, on the south-western coast of Devonshire. Capital, £200,000, in 20,000 shares.

**EXETER, IVERTON, AND MINEHEAD DIRECT, WITH EXTENSION FROM MINEHEAD TO ILFRACOMBE.**—A line from Exeter, by Silverton and Bickleigh to Iwerton; thence to the port of Minehead; from Minehead to Ilfracombe, where it is designed to unite with the Barnstaple and Ilfracombe Railway. At Minehead it will also join the Bridgewater and Minehead Railway. Capital £1,600,000, in 64,000 shares.

**LAGOO AND ST. AGNES.**—A line in Cornwall of about fifteen miles in length. Capital £150,000, in £10 shares. Mr. Richard Thomas, of Falmouth, engineer.

**RADNORSHIRE, ABERYSTWITTH, AND WELSH MIDLAND JUNCTION.**—A line in connection with the Welsh Midland. Capital £1,000,000 in £20 shares.

**GREENWICH AND BLACKWALL EXTENSION TO GRAVESEND.**—A line intended to form a direct communication between London and Gravesend, starting from a point on the Greenwich Railway, and thence to Woolwich, Erith, Greenhithe, to Gravesend, keeping as near to the river Thames as practicable. Capital £700,000, in 28,000 shares.

**TYNE VALLEY JUNCTION.**—A line to commence at the terminus of the North British Railway at Haddington, and to proceed by the towns of Pincartland and Ormston to Dalkeith, there falling into the Hawick line. It is further proposed to extend the line to Lenton, and to form branches to Gifford and Tranent. The length of the line and branches is fifteen miles. Capital £200,000, in 8,000 shares of £25 each.

**GREAT NORTH JUNCTION.**—The object of this undertaking is to form the shortest and best communication between Londonderry, Lifford, Strabane, Newcastle, Omagh, Clogher, Achnacloy, Caledon, Glasslough, &c., to Dublin, by making a junction between the Londonderry and Enniskillen line at Omagh and Monaghan.

**DIRECT EXETER, PLYMOUTH, AND DEVONPORT.**—Another direct Exeter Railway, commencing at the station of the Exeter, Yeovil, and Dorchester line, and proceeding down the Teign Valley to Chudleigh, thence through Bovey, Heathfield, Haylor Granite works, and by South Brent and Plympton to Plymouth and Devonport. Capital, £1,000,000, in 40,000 shares of £25 each.

**CORNWALL NORTH AND SOUTH COAST JUNCTION.**—A line intended to commence at the Port of Padstow, on the north coast of Cornwall, and to proceed from that place near the towns of Wadebridge, Bodmin, and Broadbeak, to the points of Fowey and West Looe. The line to be continued from Broadbeak to Liskeard, where it is designed to meet the projected railways from Tavistock and the port of Devon.

**LYNN AND BURY DIRECT.**—Another Lynn line from Lynn by Stoke direct to Bury St. Edmunds. A preliminary announcement only has appeared.

**LONDON UPTON.**—Another junction line to commence on the London and Birmingham line, about four miles from Euston-square, then to proceed to the Great Western, and continue through Kensington, Chelsea, Waltham Green, Parson's Green, and Fulham, to the Wandsworth Station of the South Western railway, and thence by Upper and Lower Tooting, Streatham, and Mitcham, to Upton. Capital £500,000, in 50,000 shares.

**ROYAL RAILWAY.**—A new project is in the field, which presents the peculiar and distinctive feature of being the "royal road" *par excellence*; its object being to connect together all those railroads which are habitually used by the Queen and the Court, so as to prevent the disagreeable necessity of her Majesty being compelled, at times, to change her mode of conveyance on the same journey, from her rail to the ordinary road, and back again. The Royal Grand Junction project to connect to, either the five Royal residences of Windsor, London, Clarendon, Brighton, and the Isle of Wight.

**NORTH METROPOLITAN JUNCTION RAILWAY.**

**THE OGMORES AND GARY VALES, AND PORT OF CARDIFF, UNION RAILWAY.**

**LYME REGIS AND TAUNTON RAILWAY, AND LYME REGIS HARBOUR IMPROVEMENT COMPANY.**

**BATH, WELLS, AND EXETER JUNCTION RAILWAY.**

**MALTON AND DRIFFIELD JUNCTION RAILWAY.**

**THE LEICESTER, MELTON MOWBRAY, AND SPALDING JUNCTION RAILWAY.**

**HARWICH DOCKS AND BIRMINGHAM AND CENTRAL ENGLAND.**

## IRISH RAILWAYS.

**DUBLIN AND ANTRIM JUNCTION.**—A project has been broached for connecting the town of Antrim with the metropolis. The capital is stated to be £200,000, the Marquis of Hertford and the Marquis of Donegal are on the provisional committee.

**DUBLIN TO GALWAY.—BRANCH TO TUAM, CASTLEBAR, AND WESTPORT.**—This line has been undertaken by the promoters of the Great Western Railway, for the purpose of connecting the towns of Tuam, Castlebar, and Westport, by a branch from the Trunk line at Loughrea. £660,000 is stated to be the capital.

**WATERFORD AND LIMERICK.**—The first sod of the Waterford and Limerick Railway was raised on Monday, at Boher, within four miles of Limerick, by the Directors.

## FOREIGN RAILWAYS.

**COLOGNE TO DUSSELDORF.**—The Railway from Cologne to Dusseldorf will be opened on the 1st of November next.

**BRANCH RAILWAY TO WARSAW.**—The *Augsburg Gazette* states that a scheme, which will have the effect of abolishing the line of demarcation between Poland

and Russia, is expected to appear soon at St. Petersburg, and by which both countries will be enabled to exchange their commodities. The Emperor, it is said, has the intention to make a branch from the great railway between St. Petersburg and Moscow to Warsaw, and to extend it as far as Odessa; so that the commerce, &c., of Poland may reach the Black and Caspian Seas. The Paris *Revue* regards this undertaking more as a measure of political than commercial interest, and says it should cause serious reflection among all free people, principally in Germany. It would give Russia the means of concentrating a large military force for a sudden invasion.

**ATHENIAN RAILWAY.**—Railways, proscribed at Rome, are finding their way into Greece. The first meeting of the promoters of the Athenian Railway was recently held, when the chief Judge of Areopagus (Masson) attended, and, in a luminous harangue of encouragement, pledged his influence with the Greek Parliament and King Otto in support of the project.

**MADRID AND VALENCIA.**—A letter from Vigo, dated Oct. 12, says—"General Bacon and Colonel Fitch came out by this packet in connexion with the now about-to-be defined railway projects for Portugal. Mr. Manby and three assistant engineers were left at Corunna for the commencement of the works on the Madrid and Valencia Railway."

**POITIERS TO ROCHELLE.**—The preliminary surveys for this line are on the point of being completed. The works of art are all determined on, and all that remains to complete the investigations is the valuation of the expenses.

**PARIS TO STRASBURG.**—The activity displayed on the part of this line between the limits of the Meurthe and Strasburg is described as being extraordinary. Near the forges of Stambach, 400 men are employed at two tunnels, more than 800 yards in length. The part of the line between Vendenheim and the branching off of the line from Strasburg to Basle is finished. From that point into Strasburg the works are approaching their termination. The arches at the ramparts are finished, and workmen are employed in knocking down houses, to leave space for the terminus.

**LYONS TO AVIGNON.**—It would appear that the adjudication of this line cannot, by possibility, take place before Dec. 15.

**NEW COMPANIES.**—Several new companies have started at Paris, for the different French lines, within the last week. A company, which calls itself the Carriers' Company, and one, calling itself the Riverains Company, has started for the Paris and Lyons line. A new company has also been constituted for the Bordeaux and Cote line, at the head of which is the Duke of Rochefoucauld-Doudeauville. A new company is also spoken of, for the branch lines falling into the Northern. The house of Messrs. Ardoin and Co., bankers, of Paris, have organised a new company for the Paris and Lyons line, and the company formed by M. Ossian Verdeau has merged into this company.

**PARIS AND SECAUX.**—The works on this Railway are nearly completed, and the line will probably be opened early in Spring. The wetness of the season alone has prevented the works from being completed before now.

**VALLEY OF THE LOIRE.**—The French Government has ordered surveys to be made for a new Railway through the Valley, towards Normandy. Two lines are spoken of—one from Mons to the town of Angers, and the other in the direction of Tours.

**NAMUR AND LIEGE.**—Mr. Rennie, the engineer, who has been engaged in tracing out the plans for the above line, has been occupied for several days in putting the works into active operation. The Minister of Public Works has been put in possession of the plans, &c., for that portion comprised between Seraing and the Bridge of Val Benoit; therefore it is confidently believed that Government will not long delay its sanction, taking also into consideration the benefit that will accrue to the numerous workmen who will thus gain employment.

**CHARLEVOIX AND EQUELINOES.**—The President of the Council of Administration, M. Cordier, paid a visit lately to the Chateau de M. de Merville, near Marchiennes-au-Pont, for the purpose of pressing forward the works which are being carried on there.

**THE ADJUDICATIONS.**—It appears certain now, say several of the Parisian papers, that the railways of Paris and Nantes, and from Creil to St. Quentin, will not be adjudged until about the 15th of November. Nothing is yet decided relative to the line from Paris to Lyons.

**PARIS AND LYONS.**—According to a letter from Lyons of the 17th inst., the Minister of Public Works went to Fourvières on the previous day, from whence he could observe the several spots suggested for the terminus of the Paris and Lyons line. The Minister afterwards proceeded to Perrache for a similar object, having on the previous day inspected the proposed place for the station at Brotteaux. The Minister afterwards went by railway to St. Etienne, and would return in the evening to Lyons.

**GRENOBLE BRANCH OF THE LYONS AND AVIGNON LINE.**—The Council-General of the Mouths of the Rhone, the Municipal Council of Marseilles, and the Chamber of Commerce of that city, have just expressed an opinion that the Grenoble branch of the Lyons and Avignon Railway should be from Valence. Four places on the line are proposed as the points from which the branch should be made, viz.—Valence, Tain, Rambert, or Vienne. A branch from the latter place is desired, as a means of opening a communication from Chambéry and Mar-eilles to Genoa and Trieste.

**ORLEANS AND TOURS.**—The opening of the Railway from Orleans to Tours will not take place, as was expected, in the course of November next. The causes of the delay are, that the engineers entrusted with the examination of the works, discovered that, instead of oak, which was to be used on the line, pursuant to the articles of the company, a portion of deal wood had been substituted, and that gravel of an inferior kind had been laid down. This had to be removed, and it is probable the opening of the line will not take place before March next.

**IMPORTANT IMPROVEMENTS ON THE ROUEN AND PARIS LINE.**—According to the *Journal de Rouen*, it is intended to apply to the above Railway some new machinery, which will have the effect of preventing the carriages from running off the rails. We hear that when these improvements are made—improvements calculated to obviate a frequent source of accident—the trains will run at much greater speed. The distance from Paris to Rouen will be performed in two hours, and from Paris to Havre in three hours.

**THREATENED PANIC IN PARIS.**—The *Esprit Public* says it has been informed, that on the 14th ult. the Prefect of Police submitted to the King in a Council of Ministers, a report setting forth the dangerous consequences which would arise from the absorption of capital exclusively in railway enterprises. He is stated to have declared, that if a prompt remedy was not applied to this species of speculation, commercial payments would not be effected by the end of the year, and that a commercial crisis would be inevitable. It is added that the Council, struck with these observations, felt that the Government itself might be shaken, and determined to adopt measures to place commercial affairs in a better position. Another journal states that there are now an immense number of bankruptcies in Paris, to be attributed, in a great measure, to jobbing in railway shares.

**HANOVER.**—The railway from Leirre to Celle was opened with great solemnity on the 8th inst. The King and the Duke of Brunswick attended the ceremony. The town of Celle was brilliantly illuminated in the evening.

**THE LYONS LINE.**—A new and important company—that of the Recliviers-General of France—has started in Paris, to contend for the Lyons line. This makes the sixteenth or eighteenth company in the field for that object. The Rouleage (carriers) Company has been followed by a company, at the head of which are the postmasters. All are more or less respectable, but four or five only (which it might appear invidious to designate) will, it is believed, have their capital paid up.

**ALARMING OCCURRENCE IN A CHURCH.**—About half past seven last Sunday night, during the performance of divine service at the new church, back of the London Hospital, the congregation was alarmed by a sudden crash, which led to a supposition that the galleries were giving way. An instant rush was made to the doors, and such was the eagerness for escape that the railings of the stairs gave way, and several persons fell outward. This circumstance greatly added to the excitement which had been previously created. Severe contusions were sustained, and two persons had to be removed to the London Hospital: one suffering severely from the fright and pressure; and the other from compound fracture of the thigh bone. When the alarm subsided, it was found on inquiry that the crash which led to the rush was occasioned by the falling of a heavy weight in the clock case during one of the still and solemn pauses in the service; but the alarm in the first instance was such that few stopped to inquire into the cause, and all were actuated by a desire to secure their personal safety.

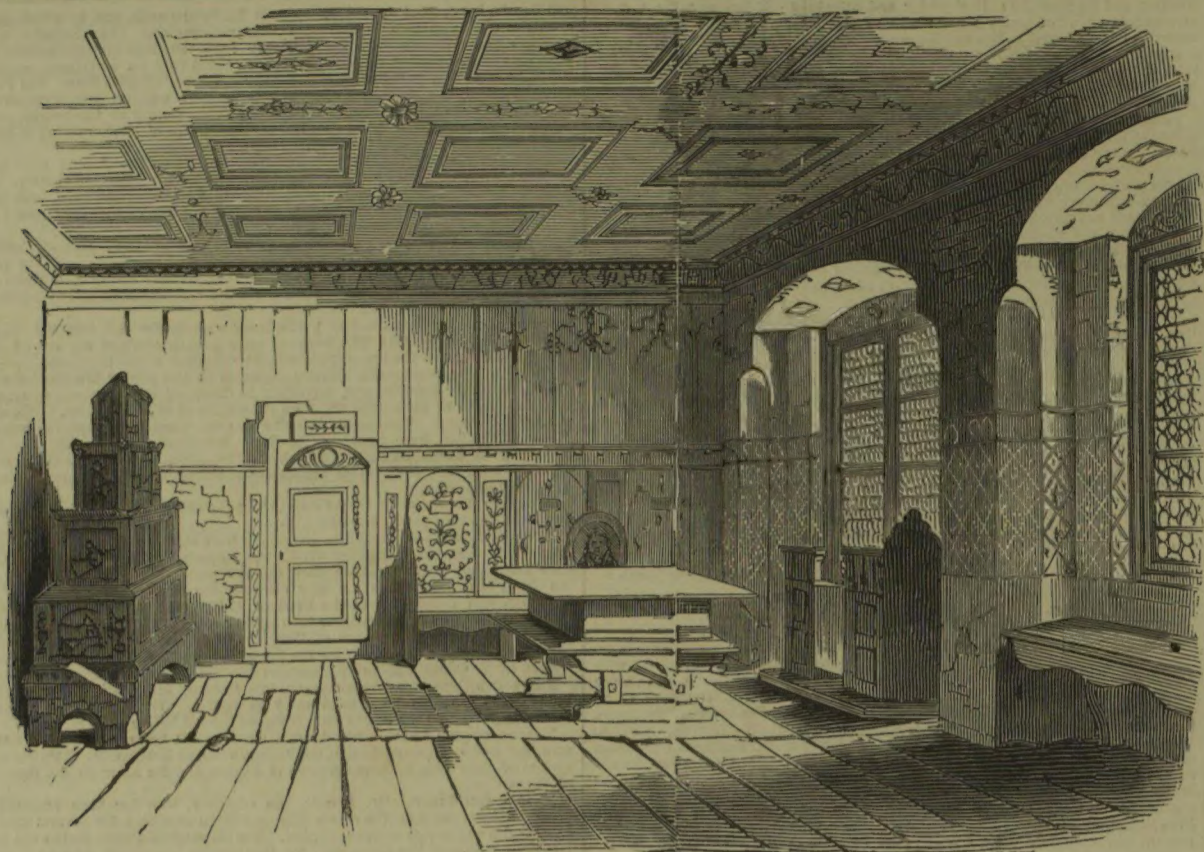
**MELANCHOLY SUICIDE.**—On Monday evening, Mr. W. Payne held an inquest at the St. George's Tavern, Lambeth-road, on the body of Mr. Charles Pilcher, aged 34, licensed victualler, late landlord of the above house. The deceased had lost his wife about two months, and ever since he had exhibited a singular strangeness in his manners, accompanied with great despondency. On Tuesday (last week) he left town, without saying a word, and was absent two days. On his return, he stated that he had been to Gravesend. On the Friday following he was exceedingly dejected, and retired to rest about twelve o'clock. On Saturday morning, about nine o'clock, one of his children came running down stairs, and said there was something the matter with her father, and, on going up to the deceased's bed room, he was found by the waiter, suspended by a silk handkerchief from the frame of the bedstead. He was cut down immediately, and Mr. Hooper, a surgeon, of the Borough road, attended, and tried every means to restore animation, but ineffectually. About seven o'clock the same morning the deceased spoke to one of his children, five years old, and told him that he hoped he would be taken care of, for he should not be with him long, and he wished to be buried by the side of his poor mother. It further appeared that he had not committed suicide from any embarrassments in his circumstances. Verdict, "Temporary insanity."

We have received Adelaide papers of the 11th of June. Affairs were progressing well in that quarter of the world, and the agricultural resources of the country are stated to be great. The colonists have turned their attention to mining, and their operations appear to promise success.

A letter from Freiburg, dated Oct. 13, says, "Ronge arrived here today in the afternoon, and after a short stay he set out again to continue his journey to Constance, where he intends remaining for some days. He did not appear much in public."

The *Gazette du Midi* states that the *Mongibello* steamer, which arrived at Marseilles Oct. 16, has brought news that the yellow fever had made its appearance on board a vessel which had entered the port of Malta. This intelligence is not confirmed, however, from any other source.

Cape of Good Hope papers to the 24th of August have reached us. Natal, according to these advices, is to be annexed to the Government of the Cape, and to carry out the plan several appointments have already been made. The Dutch Boers were gradually leaving the settlement and entering upon their usual wandering life. Many were only waiting the favourable sale of their farms and stock to take their departure.



LUTHER'S CHAMBER, AT WITTENBERG.

## NEW FOREIGN BAGGAGE WAREHOUSE, ST. KATHERINE'S DOCKS.

The St. Katherine's Dock Company was the first to provide accommodation, in front of the Dock premises, for landing and embarking passengers, without using the diminutive London wharves previously employed for these purposes. This increase of the public convenience was planned by Sir John Hall, the indefatigable Secretary of the St. Katherine's Company, who, on April 9, 1830, had the gratification of seeing his improvement consummated, by the embarkation of 400 passengers in the *Harlequin* steam-packet, for an excursion to the Nore. This occasioned a complete revolution in the affairs of steam-packet companies; the accommodation thus afforded to passengers was highly and justly commended in the public journals of the day; and the managers of companies found themselves unable to resist the demand for similar accommodation at other stations.—(*Cruden's History of Gravesend and the Port of London.*)

The improved system commenced by the St. Katherine's Company, or rather by their Secretary, has been ably followed up, in the erection of the New Foreign Baggage Warehouse, represented in our Engraving; the object of which is to obviate the numerous complaints which have been made of the want of facilities for the landing, examination, and delivery, of the luggage of passengers, to or from the Continent; as well as the landing of foreign cattle, fruit, and other imports. The wharf will also afford convenience for despatching the baggage of a large number of passengers, in the event of several steam-vessels arriving together, which is by no means a rare occurrence; and, by this means, several vessels may be cleared in less time than has hitherto been occupied in the case of a single arrival, and but few passengers. These improvements have the entire sanction and concurrence of the Honourable the Commissioners of Customs, who have, it is known, evinced great solicitude on the subject.

The contractors for the new premises were Messrs. P'Anson and Co., the respectable builders, of Marylebone; and, extensive as is the pile, the works did not occupy more than six weeks; although they included the raising, *en masse*, of the roof of the original building, in length about 120 feet. The interior arrangement consists of a suite of rooms, four in number, which are approached by capacious and easy staircases. The apartments are a large General Waiting-Room, with a separate one for the use of ladies; both being in direct communication with the New Baggage Warehouse. This room, which is the principal one, contains three separate "loopholes," or "scuttles," each of which is furnished with the necessary appliances for the expeditious housing of luggage; it has also a *monstre* counter, about 120 feet long, furnishing ample room for as many as six landing-waiters, if required, for the examination of baggage. Adjoining is the floor appropriated to the delivery of examined baggage, and to such deposit of it as may suit the convenience of passengers. The whole is well warmed and ventilated, and brilliantly lit with gas.

We congratulate Continental travellers, and the owners of the numerous steam-vessels engaged in foreign traffic, on this important

addition to their accommodation; and we wish the spirited proprietors of the wharf that share of public patronage which they obviously merit.

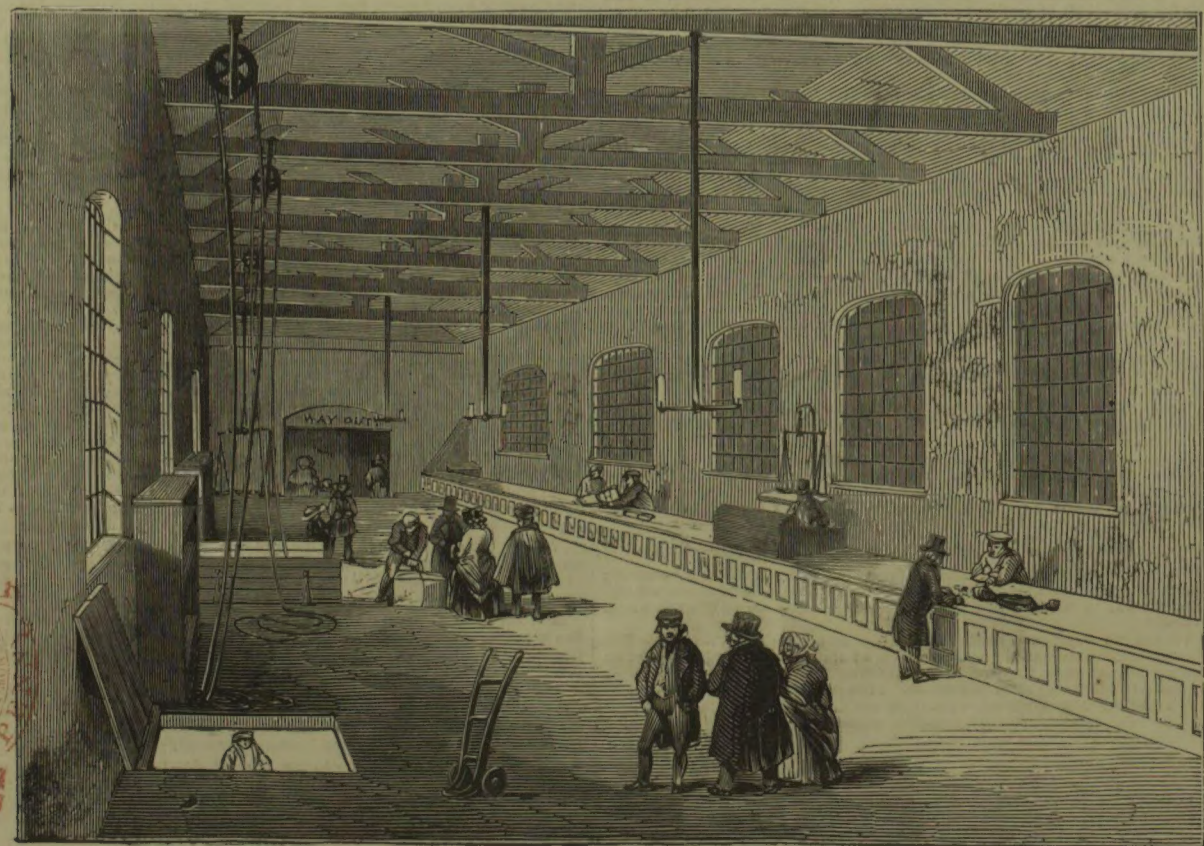
## FINE ARTS.

A CHART OF ANGLICAN CHURCH ORNAMENT. By F. BEDFORD, JUN. Weale. The study of ecclesiastical ornament, apart from its sacred associations, possesses high secular interest; inasmuch as it involves the consideration of many nice estimates of the progress and data of ancient art. To assist this study is the object of the artist in producing the *Chart* before us; which, however, is a far more pictorial production than the title would lead the reader to suspect. It aims at systematizing the various emblems by which our pious forefathers sought to personify or typify the men and means through whom and by which our Redemption has been wrought out.

The "Chart," or characteristic delineation, is admirably lithographed, to the size of 15, by 11 inches. The framework is a border, somewhat in the style of German illustration, rich in floral ornament, and bearing medallion portraits of the great English antiquaries and chroniclers—Camden, Dugdale, Speed, and Stowe. Within this frame are portrayed, whole-length, the Holy Evangelists, Apostles, and other Saints commemorated by the Church, with their distinguishing emblems: the figures are somewhat small, but remarkably spirited and characteristic. Beneath these are Examples of Stained and Painted Glass, arranged according to date; showing the distinguishing character of each succeeding period of the art in England and elsewhere, by which the age of Painted Glass may, with tolerable accuracy, be ascertained. These Examples are brilliantly coloured. Thus, we have the elaborate Norman, or twelfth century, crowded with figures, radiant with ruby and blue, and many-tinted border-work. To this succeeds the Early English, or thirteenth century, wherein the figures are superseded by elaborate geometrical forms, bright bands, and panel portraits of Kings and Saints. Then comes the Decorated, or fourteenth century, with its florid architectural picturesqueness, and leafy border; and, lastly, the Perpendicular, or fifteenth century, in which the architectural beauty of the period is finely carried out, and, with the story of a Saint, shows the advance made in the art. Here Mr. Bedford's Examples terminate; for, with the sixteenth century, the simple beauty of the Designs is almost lost, and the Colours are far inferior to those of the earlier works.

We trust that amidst the present revival of church ornament the art of glass-painting will receive that attention to scientific principles which would soon tend to dissipate the notion that the ancient art is lost. Mr. John Martin, the historical painter, maintains that we can carry glass-painting "to a much higher pitch than the ancients, except in one particular colour (ruby), and we come very near to that. We can blend the colours, and produce the effects of light and shadow, which they could not do, by harmonising and mixing the colours in such a manner, and fixing by properly enamelling and burnishing them, that they shall afterwards become just as permanent as those of the ancients, with the additional advantage of throwing in superior art. Under patronage, and with the advance of chemistry, we could achieve the above triumphs; but the past will blind us to the advantages which we possess in our own times."—(*Evidence before Parliament.*)

To return to Mr. Bedford's "Chart": the lowermost portion is occupied with the emblems of the Passion of Our Lord; also, of the Trinity, and of the Evangelists; sacred monograms, &c. There are likewise notes on other symbols and ornaments used in churches. The whole sheet is admirably arranged and executed, and the artist is much to be commended for his taste and skill. The effect is judiciously heightened by working on a tint. The whole costs but three or four shillings, and it merits a place in the library of the divine, the architect, and the lover of artistic ornament. We have seen, from the same hand, a sheet of specimens of the architecture of York Minster, beautifully drawn on stone. There is nothing like this instant and direct education of the eye.



NEW FOREIGN BAGGAGE WAREHOUSE, ST. KATHERINE'S DOCKS.

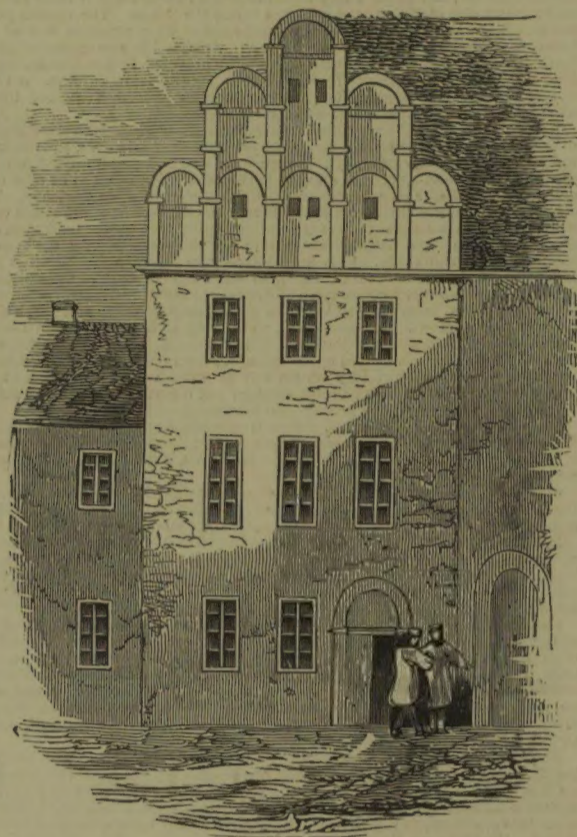
## LUTHER AND MELANCTHON.

In our paper of October 4, we mentioned the purchase of two interesting residences—the one of Luther, the other of Melancthon (*alias* Dr. Schwartz—or, in plain English, Dr. Black)—the great leaders of the Reformation. The King of Prussia is about to convert them into schools; and a Correspondent has obligingly forwarded the annexed views of these interesting memorials, which were procured in Wittenberg. The town is familiar to us as the location of one of the oldest Universities in Germany, and is a large place, of 8,500 inhabitants, about thirty miles from Berlin, on the railroad between that capital and Leipsig. The church in which Luther is buried is at one end of the town, and his dwelling at the other. Melancthon lived in the centre of the principal street. The inscription on Luther's grave, cut on a simple bronze tablet, is as follows:—

Martin Lutheri S., Theologus Doctoris Corpus hoc loco sepultum est qui an Christi MDXLVI., XII. Cal Martii Eyslebi in Patria.  
S. M. O. C. V.  
Annos LXIII., M. II., D. X.

The two lines are put for

Suum mortem obit cum vixisset.  
Sixty-three years, two months, ten days.

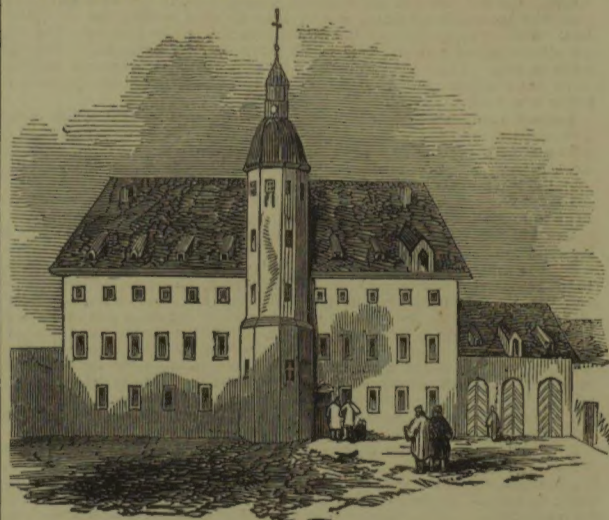


MELANCTHON'S HOUSE, AT WITTENBERG.

The grave of Melancthon and inscription is almost the same, varying only in the dates. He died the Calends of May, MDLXXXIII. "in hac urbe. C.V. Ann. LXIII., M. II., D. II."

It is curious they should have both lived to nearly the same age, there being only eight days difference. The grave of a Dr. Schneider is between them. His epitaph records him as "totius orbis literati decus immortale." In little places little men often occupy the public eye more than the world's best men.

Luther resided in the Augustine Convent. The annexed is an exact copy of his room. The ceiling and sides are painted in flower-work. In the seat, by the window, the guide relates that Luther and his wife used to sit. The bassi relievi on the stove are representations of the four Evangelists. The room is in a dilapidated state, and propped up by bearers along the centre. Over the door which leads to the Bedroom and Lecture-room of the Professor, Peter the Great inscribed his name. In the Lecture-room, are preserved Luther's Throne, or Professor's Chair, and various relics—such as embroidery by his wife and the cup he is said to have broken when, on one occasion, the aforesaid lady did not please him.



LUTHER'S HOUSE, AT WITTENBERG.

On the house of Melancthon the inscription is, "Here lived, and taught, and died Melancthon."

THE BRAZILIAN SLAVER "ECHO".—This vessel, on board which the murderous conflict took place with the crew of the *Felicitade*, is now in Ilfracombe harbour. She was sold at Sierra Leone, after condemnation as a prize, and now sails under the British flag; she is named the *Elizabeth*, in her new register. The *Elizabeth* (*Echo*) left Sierra Leone about three weeks after the *Eclair*.

SHIPWRECK OF THE "MARY" FROM SYDNEY.—By the arrival at Liverpool of the *Bucephalus*, Captain Small, from Bombay, we learn the total loss of the above vessel, and seventeen of her unfortunate passengers, women and children. The *Mary* left Sydney, N.S.W. on the 19th May, and all went on well until the 24th, when the vessel, about midnight, struck on a reef in Bass's Straits, and immediately went to pieces; the passengers and crew, with the above exceptions, saving themselves with much difficulty, and ultimately reached Flinder's Island in safety, whence they were conveyed to Launceston, New South Wales. Captain Collins, a passenger, has written a long narrative to one of the Sydney papers, in which he deprecates in strong terms the unseaworthy state of the vessel, as it appears she began to leak shortly after leaving Sydney; he also says, that from the striking of the ship to her parting and going down, only seven minutes elapsed. We subjoin a list of passengers saved and lost:—Saved: Captain Collins, 13th Light Dragoons; Mrs. Collins, Miss Elizabeth Collins, Miss Emma Collins, Miss Straethallen Collins, Sarah Sarson, Mrs. Newby, Mr. Reeves, Mrs. Reeves, Mrs. Stanbury, Mrs. Evans, Mr. Hefferman, Mrs. Hefferman, Stephen Dwyer, Mr. Thomas Newman, Mr. James Abbott, Mr. J. Jones, Mr. Joseph Wilkinson, George Hempson, Patrick Gardiner, and all the crew. Lost: Mrs. Heather and two children, Mrs. Grey, Mrs. Turnbull, two daughters of Captain Collins, three daughters of Captain Newby, Sarah Fowkes, and six children of Mrs. Evans. The *Bucephalus* received her report from the *Indian*, bound from Launceston to London, which vessel she spoke on the 6th instant in lat. 37 N.



OPENING OF "HORN FAIR," AT CHARLTON, IN 1745.

## NOOKS AND CORNERS OF OLD ENGLAND.

## LEEDS CASTLE, KENT.

Embosomed in one of the richest valleys of the luxuriant County of Kent, (between four and five miles from Maidstone),—its grey towers mirrored in the lucid waters of an encircling lake,—its fair domain dotted with the graceful figures of innumerable deer, and girded by a belt of stately trees, almost coeval with the edifice itself—Leeds Castle offers to the eye of the



LEEDS CASTLE.

tourist a noble specimen of the Feudal Keep, in its most picturesque and least repulsive form. A stone bridge of two arches connects the Castle with the Park, by which means, in belligerent times, the complete isolation of the structure could be easily secured. The Castle itself mainly consists of two venerable gateways, a grand Hall, and a magnificent suite of state apartments. These are ranged round an ample quadrangle; and, being constructed entirely of stone, and exhibiting the architectural features of a variety of epochs, combine to form a grand and imposing *tout ensemble*.

Ledian, Counsellor to Ethelbert II., appears to have been the first founder of the Fortress, circa 978; and from him the Castle and the adjoining village derived their names. In 1119, a Priory of Black Canons, in honour of St. Mary and St. Nicholas, was founded here by Robert de Crepito Corde, or Crevecoeur, Knt., the revenues of which, at the period of the Dissolution, were rated at £362 7s. 7d. Old writers concur in representing the Abbey Church to have equalled a Cathedral in magnitude and beauty; while the Monastic buildings, judging from the existing remains, were upon a corresponding scale of grandeur. William of Wykeham and Henry VIII. both contributed to the erection of the present Castle; though, what particular portions of the pile owe their foundation to the munificence of the one, and the architectural skill of the other, we have no means of determining.

Part of the building has been modernized; the foundations of the more ancient part rise immediately from the water.

Leeds Castle was the residence, occasionally, of Richard II., and Henry IV.

During the Volunteer mania in 1779, and while the celebrated encampment was formed on Coxheath, George III. and his royal consort and suite were entertained at Leeds Castle with extreme splendour. The present possessor of the Castle and its domains is W. Marten, Esq.

A CORRESPONDENT.

## THE NEW HALL AND LIBRARY AT LINCOLN'S INN.

On Thursday next, the magnificent pile of buildings just completed for the Hon. Society of Lincoln's Inn, will be opened by her Majesty, accompanied by his Royal Highness Prince Albert. The Lord Chancellor, the Duke of Wellington, Sir Robert Peel, and other distinguished personages, are expected to be present. The Benchers, who will be robed to escort the Queen over the edifice, will give a splendid breakfast on the occasion. Mr. Simpson, the Queen's Counsel, is the present treasurer; and it is rumoured that some mark of honour will be conferred, to commemorate the event.

Next week, we shall present to our readers a series of highly finished Engravings of this handsome addition to our metropolitan architecture; the ceremony of the opening, &c.

The entire structure has been erected from the designs of Mr. Hardwick. The foundation-stone was laid by Vice-Chancellor Knight Bruce, April 20th, 1843; and thus, notwithstanding the extent and nature of the works, and the care bestowed upon them, they have been completed within two years and a half. "The other buildings of the Inn have very little to recommend them; for, besides that the older ones are so huddled up as to be a confused medley, they are all more or less disfigured by modern additions and alterations, many of them in very barbarous taste; while the new range of buildings erected by Sir Robert Taylor, and called Stone-buildings, is altogether different from the rest; and is, besides, a very insipid specimen of the style it professes. (It has lately been completed by the addition of a pavilion at the south end, corresponding with that at the north, according to Sir R. Taylor's design.) Great inconvenience having been experienced in consequence of the present Dining Hall being used as the Lord Chancellor's Court, and

also from its not being sufficiently commodious in itself, the Benchers determined to erect an entirely new and distinct building, comprising not only a Dining Hall upon a much more extensive scale, but a spacious Library, Benchers' Room, Drawing Room, &c. "Such was the origin of the noble structure to be opened on Thursday next. The style adopted is the best Tudor—that of the early part of the sixteenth century, or the reign of Henry VIII., of which we have many fine examples. The exterior is of red brick, chequered with darker-coloured bricks; and the finishings are of fine stone. Architectural effect is extended both by terraces connecting the structure itself with the gardens, and by the adjoining entrance from Lincoln's Inn-fields.

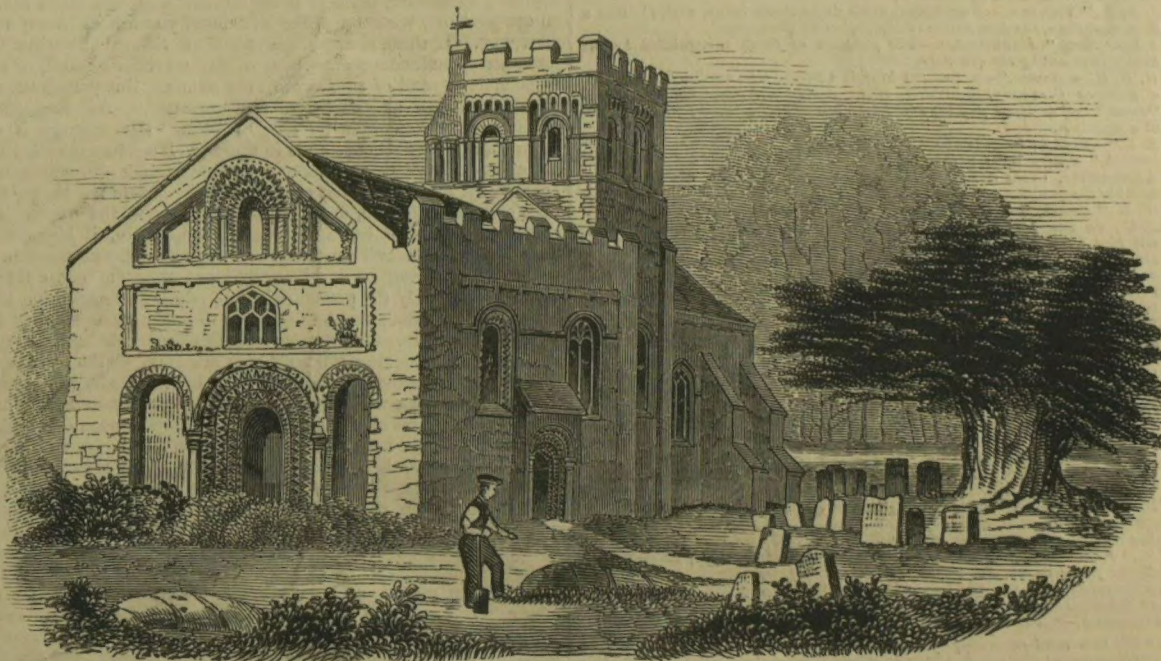
The preparations made for the Royal Visit are of a very superb description. In the Library, which is situated at the north end, and runs transversely to the rest of the plan, a splendid throne will be erected, upon which her Majesty will receive an address from the Hon. Society of Lincoln's Inn. This is a very fine apartment, 80 feet by 40, and 35 feet high; lit by two large end and side windows; in the central one of the latter are gorgeously emblazoned the Royal Arms. The Vestibule connecting the Library with the Great Hall, is chiefly lit by an octagonal lantern of elegant design. But the glory of the pile is the Dining Hall, wherein her Majesty and Prince Albert will partake of a *déjeuner*, to be served, as in olden time, at the upper or *dais* end, where the Royal throne and draperies are in excellent taste. The Hall is, indeed, a magnificent apartment, exceeding the present or old Lincoln's Inn Hall as 8 to 5, and being considerably larger than the Middle Temple Hall: it is very lofty, and reminds one, generally, of Crosby Hall, one of the finest examples of its class. It has an open oaken roof, and a *louvre*, or lantern, which forms, externally, an elegant ornament to the large roof. We shall not, however, trench upon the interest of our forthcoming illustrations, by describing the structure at present; but reserve the architectural details to accompany our account of the Royal Visit on Thursday next.

Among the removals from the old Hall are Hogarth's picture of Paul before Festus, which has been placed high above the *dais* of the Hall; and the statue of Lord Erskine at the west end of the Library.

## IFFLEY CHURCH.

This beautiful specimen of Norman and early English architecture, situate at a short distance from Oxford, has lately been restored, by subscription, internally; but the funds raised did not allow of the work being extended to the exterior. Great care has been taken to preserve the architectural character of the interior details—especially in the fine zig-zag moulding. It has an addition to the Chancel of early English, and some inserted windows of decorated and perpendicular date. The Norman portion is remarkably well executed: it has a groined chancel, three fine door-ways, and a handsome west end.

We trust that the interest which has been excited in behalf of the preservation of this venerable monument of the piety of our ancestors will not be allowed to falter; but that the success with which a portion has been restored, will stimulate the lovers of archaeology and the public to aid the promoters of the good work in its completion.



IFFLEY CHURCH.

The yew-tree shown in our illustration is a denizen of the churchyard, supposed to be coeval with the church itself.

## CHARLTON FAIR.

This old-established fair, better known as "Horn Fair," and held adjacent to the park of Sir Thomas Maryon Wilson, of Charlton House, commenced on Saturday last, the festival of St. Luke; and from the Woolwich and Greenwich steam-boats and the adjacent country not less than 15,000 persons attended. The fair was continued on Monday and Tuesday; and the greatest order and regularity are now preserved; though, formerly, improprieties and riots were of such usual occurrence that it passed into a local proverb, "All is fair at Horn Fair."

A fair in our times is but an unpicturesque scene; and our artist has preferred carrying the reader back a century, availing himself of a drawing of that period, in the possession of Sir T. M. Wilson. It was then customary for the Lord of the Manor to open the fair by reading from a scroll a sort of proclamation to the crowd assembled on the green in front of the manor-house, in the manner shown in our illustration. The people then dispersed throughout the green, and the holiday sports began. Some years since, the green was enclosed, and a wall built around the manor-house; and the fair was then removed to its present site—a field adjoining the village.

The vulgar tradition of the circumstances under which the grant for holding Horn Fair was obtained from King John need not be repeated. The following details, from a clever "Pictorial Guide to Eltham Palace," are in much better taste:—

"The Horn Fair of bygone times we learn to have been a much more extensively celebrated festival. An old newspaper informs us that so late as 1770, it was the custom for a procession, formed of a king, a queen, a miller, &c., to leave some of the old inns in Bishopsgate-street, accompanied by a great concourse of people, all of whom—

"In comely sorts their foreheads did adorn,  
With goodly coronets of hardy horn;

when, after proceeding through Greenwich and across Blackheath to Charlton, they paraded round the church three times. Nicholas Breton's 'Antidote for the Headache,' published in 1612, gives us some rhyming particulars respecting Horn Fair, which would, however, lead us to suppose that this festival had even then fallen in popular estimation. He says—

"Long time this solemn custome was observed,  
And Kentish men with others met to feast;  
But latter times are from old fashions swerved,  
And grown repugnant to this good behest;  
For now ungrateful men these meetings scorn,  
And thanklesse prove to Fortune and the horn,  
For only now is kept a poor goose fair,  
Where none but meaner people do repair."

"If we are to believe what the local antiquaries have written on the subject, Horn Fair would seem to boast a more reputable origin than that usually ascribed to it. Philpot states it to have obtained its name from the

annual sale of horn drinking cups, spoons, winding-horns, and other articles manufactured of that material. The sign of one of the Charlton inns (the Bugle Horn) bears, perhaps, some allusion to this supposititious origin of the fair. Another ingenious conjecture connects it with the saint's day on which it happens to be held. St. Luke, to whom the church is also dedicated, has for his symbol a winged ox; and of the painted glass that before the Protectorate adorned the church windows, all that were preserved from the fanatical iconoclasm of the Puritans were some small remains of the evangelist's head and shoulders, and fragments of his ox, "bearing goodly horns upon his head." The we see have been carefully replaced in the upper parts of the present window. A sermon was formerly preached during the fair time, for which the rector received 20s., the bequest of a moralising parishioner; for some reason, however, the sermon is now discontinued upon the festival day.

A Spanish journal notices the existence of a veteran of the army of Spain, who was born in 1731, and consequently is now 114 years of age. He remained in the army till he was promoted to the rank of sergeant, and after wards received his discharge. In 1815, when 84 years old, he married a young woman of 21. He is said to be still so strong and active, that no one would think him to be more than 70. His only infirmity is total deafness.

CALENDAR FOR THE WEEK.

SUNDAY, Oct. 26.—Twenty-third Sunday after Trinity—Great Riots at Bristol, 1831.  
MONDAY, 27.—Sir Walter Raleigh beheaded, 1618.  
TUESDAY, 28.—St. Simon and St. Jude, Apostles and Martyrs, A.D. 74.  
WEDNESDAY, 29.—Morland died, 1804—Hare hunting begins.  
THURSDAY, 30.—Alfred the Great died, 900; buried at Hyde Abbey, near Winton. The County Bridewell is built over his grave.  
FRIDAY, 31.—Allhallow Eve—John Evelyn born, 1620.  
SATURDAY, NOV. 1.—All Saints—Great earthquake at Lisbon, 1755.

HIGH WATER at London-bridge, for the Week ending November 1.

Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m.	h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m.	h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m.	h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m.	h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m.	h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m. h. m. a. m.
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TO CORRESPONDENTS.

"T. P. T. P."—Naworth Castle is one of the seats of the Earl of Carlisle: it is now in course of restoration from the effects of the great fire on May 18, 1844; two Engravings of which catastrophe appeared in No. 108 of our Journal.  
"R. W."—Algebra (from the Arabic Al Jebr a la mokabalah, restoration and reduction) is the expressions of quantity and the operations of quantity by conventional symbols. Thus: a, b, c, are used to express known quantities; x, y, z, unknown quantities.  
"Roseland"—New Holland (Australia) was discovered by the Portuguese about 1535; New Zealand, by Tasman, 1642; the Philippines, by Magellan, 1591; Norfolk Island, by Cook, 1774. The gardens and site of the Palace at Hampton Court are about three miles in circumference.  
"A Constant Reader," Dorset.—One of the best works on Chili is Dr. Poeppig's "Travels," which has furnished the staple of the excellent article in the "Penny Cyclopaedia," which see.  
"Ignoramus."—The Ancient World's Seven Wonders were—1. The Walls of Babylon; 2. The Labyrinth of Egypt; 3. The Pyramids of Egypt; 4. The Mausoleum of Caria; 5. The Colossus of Rhodes; 6. The Statue of Jupiter Olympus; 7. The Temple of Diana at Ephesus.  
"A Subscriber."—Buckerell.—We do not know anything of the report in question. Metaphysics is 1. The doctrine of the general affections of substances existing; the doctrine de ente, or of being. 2. The science of the principles and causes of all things existing. The term Metaphysics is from Meta beyond what Aristotle understood by Physics, or Nature.  
"A."—Botton.—The price of the book Numbers of our Journal is 6d. each.  
"Cambro Britain."—The accent in Loblache is on the last syllable. The address of Sir John Herschel is Collingwood, Kent.  
"R. S."—Hudson's "Instructions for Making Wills," price about 2s. 6d.  
"P. B. M.N."—The reply would occupy more space than we have to spare.  
"C. C. G."—Pope Innocent VIII. lived from 1484 to 1492. We believe that paintings are received for sale at the Pantheon Bazaar, Oxford street, and at the Polytechnic Institution, Regent street.  
"A Subscriber."—Newcastle on Tyne; and "G. B."—Dorchester.—Shortly.  
"M. E." and "H. G."—The distinguished author named is "Benedict, the married man."  
"A Reader."—Address, Sir Henry Ellis, British Museum.  
"A Surrey Subscriber" should consult Mr. Burke's "Abstract of the New Laws of Debtor and Creditor," a cheap and lucid work.  
"O'Brien."—In Wellington street, Strand.  
"T. E. E."—The Plan of London, published by the Useful Knowledge Society, price 2s.  
"Young Logic."—Turro.—So runs the proverb. See an Answer to a Correspondent in our Journal of last week.  
"A Phonographer."—Stanford.—The invention is scarcely yet mature enough to judge of its actual worth.  
"J. L."—Peckham.—H (says Bailey) is not accounted, properly, a letter, but a note of aspiration, before a vowel; and, among the poets, it sometimes obtains a power of a consonant. Critics have contended whether h be a letter or not; but, in English, it is as much a letter as any other consonant. In Latin it always comes before one of the five vowels and y.  
"Tennis Fortuna Homo" should appeal to the Income Tax Commissioners for his district.  
"George."—We cannot venture to advise the artists of the rejected cartoons.  
"H. H." and "T. A. S."—Leicester.—Tomlinson's "Amusements in Chess," price 4s 6d; Darley's "Treatise on Perspective."  
"D. D. S."—The authoress of "the Listener" is Caroline Fry; the late philanthropist's name was Elizabeth.  
"An Old Sub."—Childwell.—The Italian Opera usually commences in February or March. The hotel named is an establishment of first-rate appointments.  
"G. G. B."—We have not room for the long poem.  
"J. M." is facetious upon the "Pearly Oak." See our critique.  
"H. J. B."—Southampton.—We do not settle disputes at cards.  
"A Sub."—Carlisle, should send the portrait to a respectable picture-dealer.  
"Honesty."—Newbury.—Doubtful.  
"R. B. M."—Jackson's "Treatise on Wood Engraving," or the Numbers on Wood Engraving in Vol. IV. of our Journal.  
"F. M. P."—Song, ineligible.  
"A. B."—Windsor, should forward the sketch.  
"A Subscriber."—Liverpool, is thanked for the suggestions.  
"R. E."—Portsea.—We believe our Correspondent's statement as to the removal of the old houses in Fleet street to be correct in the main.  
"Cosmopolite."—We have not room for the jeux d'esprit.  
"Omicron," and "N. H."—Wickwood.—Declined.  
"A. B. T."—Pembroke College, Oxon.—A request to copy brasses in Westminster Abbey, addressed to the Dean, would, doubtless, be acceded to, as the Very Reverend Gentleman is a sincere archaeologist.  
"Childe Harold."—Greenwich is thanked.  
"A Subscriber."—A list of Master Printers will be found in the "Post-office Directory."  
"R. J."—Carnarvonshire, is recommended to stay at home.  
"H. H. L."—Newport Pagnell.—No.  
"J. B. B."—Tupsham.—Manchester, as its name shows (Man, castra), was a Roman station, the Macunium of the Antonine Itinerary.  
"A Poor Body."—Mountoushet.—The pressure of fluids is regulated by the height, and not by the quantity.  
"H. B. H."—A Notice.—A Railway Stag is a person who applies for shares in a Railway Company, and who, if he receive an allotment of shares, "runs," and does not pay the deposit, unless he can sell the shares or letter at a premium.  
"X. X."—Next week.  
"Cantab."—Trinity College, is thanked.  
"A Subscriber, Clara P."—Mr. Hudson's address is York. We do not remember the question referred to.  
"W. B."—Leamington Spa.—Roberts's or Booth's "Treatise on Brewing."  
"S. C."—an Invalid.—Cooley's "Cyclopaedia of Practical Receipts" does not give the proportions of malt and hops in Bass' East India Ale; but states that "it is, perhaps, as near an approach to wine as malt liquor is capable of receiving; it is, indeed, the 'wine of malt'."  
"Fess."—The inquiries of our Correspondent were answered some time since in our Paper.  
"T. P. T. P."—It would be a very difficult task to ascertain which is the old family in Great Britain. In England the Courtenays, Ashburnhams, Beaumonts, Ferrers, Percys, Talbots, and many others, trace a substantiated descent from as remote a period as any of the Continental nobility. In Scotland, the Douglasses, in point of antiquity and historic fame, are unrivalled.  
"J. M."—Herr Buddens is a pianist, and certainly not a rival to either Paganini or Thalberg. The "prejudiced opinion" of Buddens is that he was an artist of the third class. Jenny Lind, as will be seen in her Memoir in the ILLUSTRATED LONDON NEWS of the 11th instant, with a Portrait, was born in February, 1820, at Stockholm.  
"Bridgewater."—Cery's name is pronounced Cherny.  
"C. B."—Mario is a buchari. We have not his parish register by us. His real name and title are the Count of Candia.  
"R."—Manchester.—The scale of the buritono, or tenor bass, extends from G, the first line of the staff, to F above the bass clef note.  
"A Subscriber."—Macclesfield.—Address the Secretary of the Royal Academy of Music, Hanover-square.  
INELIGIBLE.—"The Railway," a Parody; "The Inconstant Man."  
\*We have received a copy of the Baroness de Calabré's elegant volume, "Evenings at Haddon Hall," which shall be noticed, with several other works, as early as our arrangements will permit.

THE ILLUSTRATED LONDON NEWS.

LONDON SATURDAY OCTOBER 25 1845

GREAT numbers, acting under one impression, but without concert, generally act in extremes. The Railway world are not exempt from this failing; from a readiness to buy anything and everything in the shape of shares, they have flown suddenly to the determination to buy nothing, and the market is stagnant; good schemes and bad are, for the moment, alike valueless, as scarcely any sales can be effected. And very few can render any reason for this sudden change, except the appearance of two or three articles in a leading paper, violent and alarming enough, certainly, but containing nothing that should have thus deprived men of their faculty of judgment. Neither the facts nor arguments of these articles are by any means unimpeachable. If the present amount of speculation was thrown into Spanish Mines, Foreign Loans, and things of which no one knew either the nature or the chance of the returns, the prospect would be disastrous enough; but every one knows what a Railroad is; we have them in daily operation, of all degrees, from those that make a good return, to those that are working at an actual loss. The boldest prospectus cannot venture to paint a Railroad as a gold mine; but many of them may be fairly considered as good investments. That very many are unnecessary and absurd, is also evident; but these will never cross the threshold of Parliament, or will be thrown out there; of these, the paid deposit will cover all expenses, those who have paid them, to that extent being losers, as they would have been had they spent the money in anything else without proper consideration. On most of the sound schemes—those which will be proceeded with—five per cent. has certainly been paid up, and the other five per cent. will only be required when the Bill is ready to go to the House of Lords; on many of them the ten per cent. is paid up already. For the completion of these lines we have no doubt the money will be found without difficulty, and, as their construction will be gradual, extending over some years, the capital employed returning during that time into the general trade of the country, no shock need be apprehended to the monetary system. The panic seems to have been produced by taking the whole number of proposed lines, calculating their collective cost, and then asking where is all the money to come from? But, as comparatively few will be actually constructed, and those few gradually, the money will be found without pressure. How did the country find the scores of millions it spent every year during the war, in Foreign subsidies, and the pay and provisions of troops abroad? Are we, as a nation, less energetic, with less command of capital, after the accumulation of thirty years' peace, and when it is known that all the outlay will be in labour at home? But the public mind is perplexed with the multitude of projects, and, being unable to distinguish the bad from the good, is frightened by a kind of argument made to apply alike, although unjustly, to all.

MR. PARKER, the Assistant Poor-law Commissioner, who conducted the inquiry at Andover, has been required to give in his resignation, and has done so. We thought he only did the work of his masters too well, and by no means expected he would be visited with punishment. The Commissioners dismiss everybody—the persons who are accused and the judges who try them—what rule they go by it would be impossible to say, for Somerset House is a law to itself. As far as any one could understand the ambiguous slip-slop of the "instructions," which seems now the recognised language in all our public offices, from the Colonial downwards, Mr. Parker appeared to have complied with them. All the uncertainties, doubts, doing one day and countermanning the next, were the Commissioners' own, and were all quite consistent with the carelessness which could leave an official report affecting the character of an individual unread, for many months. It is quite time Parliament, or the Secretary of State, stirred up this Commission, and made themselves acquainted with its proceedings. All it does at present, is to make a bad law worse, by its mode of administering it, writing letters and instructions in bad English, while it dismisses its officers for obeying, and instituting inquiries into mal-practices, without troubling itself about the result.

WE are glad to see public—we wish we could add official—attention drawn to the scandalous manner in which the luggage of passengers arriving by the foreign steamers is examined at the Custom-houses. The outputs are bad enough, but for delay, mismanagement, and insolence, the palm must be given to London. The mode in which the business is conducted is a disgrace to the country: we can speak from personal experience on several occasions. An Englishman landing at any French or Belgian port, has his luggage conveyed to the Custom-house, searched, and given up to him within twenty minutes. Several men are employed, and they do not, *ex officio*, think everybody scoundrels—which is the rule in England. Consider every man guilty till you prove him innocent by a most minute and insulting investigation—this is the maxim acted on here. But it is not the search that is complained of so much as the tedious manner in which it is done. Two men to examine the luggage of two hundred and fifty passengers, some with three, four, or more packages each, is the utmost a country with the greatest customs revenue in the world can afford to employ; and the search is not merely nominal, as in France and Belgium. There all the passengers and all the luggage are sent into one room together; each gathers together his own, and unlocks bag and box; the officers come round, peep in, ask if Monsieur has anything to declare, perhaps move an article or two, chalk a mark on the package, walk on to the next, and you are at liberty to go your way. If there is any departure from this rule, it arises from some act of rudeness on the part of the traveller himself, or some reasonable ground of suspicion in the officer. But politeness, civility, and, above all, despatch, are universal. An Englishman landing in London finds all this reversed. His luggage is conveyed into one room, he stands in another. His name is called from some list given in by the captain of the steamer—in which, in all probability, his name is not entered. It is certain not to be, if he does not take a berth, and on many occasions the vessel is so crowded there is no berth to take. Then, again, it happens frequently that three or four berths are taken in the name of one of a party, unknowing of the inconvenience this will cause them at landing. As only the person called is admitted, something like a fight ensues on the part of the others to get in also—as they have a right to do. But as his masters believe all men are smugglers, the servant is convinced that all men are liars; so the door is shut and the key is turned for another half hour. Those whose names are not down must wait till all the luggage is disposed of, of those that are. A delay of three or four hours is quite usual—sometimes for a single carpet bag. A few more hands employed, with a large room—and there is ample space in the Custom-house—with the passengers admitted at the same time, and many hours, much irritation, and much discredit to the Government, would be saved, while the revenue would lose nothing, for all this search does not detect anything in one case out of twenty. From the zeal displayed in turning out dirty shirts and stockings, it might be imagined the officers were making up in this direction for their remissness elsewhere. Hundreds of thousands of pounds of duty were evaded in one year, the goods being passed under the very noses of the officials. At this moment large quantities of watches and jewellery have escaped them, which they have only seized after importation;

and even now, perhaps, another huge batch of Custom-house fraud—only awaits discovery.

If half as much vigilance had been exercised in other departments, it would have been more creditable to the Board of Commissioners. Let the search be made as strict as may be required, but for the sake of our national character let it be made with some regard to public convenience, and with despatch. At present, all the arrangements are utterly and wholly disgraceful. It will be seen, from another part of our paper, that an advance has been made towards some improvement in the system at the St. Katherine's Docks.

COURT AND HAUT TON.

WINDSOR, Thursday Evening.—(From our own Correspondent).—The Queen and the Prince promenade this morning in the private grounds. The infant Royal Family were taken out for their usual airings this morning; and again in the afternoon. His Royal Highness Prince Albert, shot this morning over the royal preserves in the Great Park. The Prince was attended by the Marquis of Exeter, Lord Hardwicke, Colonel Bouverie, and Mr. J. E. Anson. Her Royal Highness the Duchess of Kent, attended by Lady Anna Maria Dawson, visited her Majesty, at the Castle, and remained to luncheon. Her Majesty was driven out in a pony phaeton, for an airing, this afternoon, to Virginia Water, by his Royal Highness Prince Albert. The equestrian waiting were in attendance upon the Queen and the Prince. The Royal dinner party this evening, included her Royal Highness the Duchess of Kent, the Baroness de Spaeth, and Lady Anna Maria Dawson.

POSTPONEMENT OF HER MAJESTY'S VISIT TO ARUNDEL CASTLE.—This interesting circumstance, which has been talked of for the last year, or even more, and for which the most costly preparations have been made, has been suddenly put off by her Majesty. There are various reports of the cause of this disappointment, the most reasonable of which is, that Prince Albert is lamed by his recent accident; and as pheasant shooting would be the leading sport of the day for his Royal Highness, the visit is consequently postponed until her Majesty's Royal Consort is restored to convalescence.

DEPARTURE OF M. THIERS FOR PARIS.—Viscount Mahon had the honour of entertaining M. Thiers at a *déjeuner* on Tuesday morning. His Lordship's guests on the occasion included the Marquis of Salisbury, Colonel Garwood, Mr. Milnes, M.P., Mr. Hayward, Mr. Harcourt, M.P., &c. M. Thiers, accompanied by Count Walewski, left Mivart's Hotel on Wednesday morning at an early hour for Paris. We understand M. Thiers had a lengthened interview with Viscount Palmerston on Tuesday afternoon, and was to have dined with the noble viscount and viscountess in the evening, who had invited a select circle to meet the ex-French Premier; but owing to other engagements he was obliged to decline the pleasure.

THE SON OF THE CROWN PRINCE OF HANOVER.—The christening of the son of the Crown Prince is to take place in November. It is reported that his Majesty will himself stand as one of the godfathers of the royal child, who will be called Ernest Augustus.

THE INDISPOSITION OF EARL GRANVILLE.—Earl Granville continues in a very precarious condition, his health and strength gradually declining.

HER MAJESTY'S INTENDED RETURN TO THE ISLE OF WIGHT.—Her Majesty has announced her intention of revisiting Osborne House, at the latter end of this or the beginning of next month, and has issued her commands to have the *Fairy* tender in readiness to convey her from the Clarence-yard to Cowes.

METROPOLITAN NEWS.

EXCLUSION OF THE LORD MAYOR FROM CHRIST'S HOSPITAL.

On Wednesday the Lord Mayor, the Lord Mayor elect, and several of the Aldermen and the Common Council, Governors, and the city officers proceeded in their carriages to Christ's Hospital, for the purpose of holding a Court of all the Royal Hospitals to receive a corrected list of the Governors of the Hospitals to be confirmed according to ancient usage.

In consequence of the incorrectness of the list of Governors presented on St. Matthew's day to the Lord Mayor, his Lordship refused to confirm them, and sent them back to the Hospitals for revision. It had been particularly observed, that the authority of the Lord Mayor, as the head of Christ's Hospital, upon two recent occasions was altogether denied by the majority of the Governors, viz.—those Governors who do not derive their rights from a City of London Corporation parentage. The subject was taken up by the Corporation upon the presentation of the Lord Mayor's report of what had occurred on St. Matthew's Day, at Christ's Hospital, and a resolution was adopted unanimously—after a high eulogium upon the firm and judicious conduct of the Lord Mayor—that his Lordship should be requested to send round to the several hospitals for corrected lists, and to appoint a day to receive them.

At about half-past two o'clock the Governors of the several Royal Hospitals began to assemble; but, upon arriving at the grand entrance in Newgate street, they found the doors locked, and they were told that the entrance to the hospital was at Christ Church passage. They proceeded to that entrance, which leads to the Court room, and were in the way met by Mr. Frolope, the clerk of the hospital, who informed them, upon being told that they had been summoned to attend a General Court, that he had orders not to admit them.

At three o'clock the attendance became very numerous. Precisely at that hour the Lord Mayor, Aldermen, and members of the Court of Common Council, who are governors, arrived at the grand entrance, preceded by the City Marshals in their state dresses.

The bell was rung, and admittance was formally demanded for the Lord Mayor. Mr. Frolope then made his appearance, and read a paper, which stated that the Lord Mayor would be allowed free access at all hours to the hospital, but that his Lordship must not be present at any meeting of governors not summoned by the president.

Mr. Forth, the deputy town clerk, then read a formal demand of admission, which, not having been obeyed, the procession retired. The matter is to be immediately referred to a court of law.

INAUGURATION OF HER MAJESTY'S STATUE IN THE ROYAL EXCHANGE.—The interesting ceremony of the inauguration of her Majesty's statue in the centre of the merchants' area of the Royal Exchange, will take place on Tuesday next, the 28th inst., it being the first anniversary of the opening of that splendid edifice.

BATHS AND WASHHOUSES IN ST. PANCRA'S.—The society is about forthwith to commence operations, by the erection of a new building on a site given by the New River Company, who intend to furnish an ample supply of fresh spring water, raised from a depth of 200 feet; the company will furnish the water for the first six months gratis, and afterwards at a low cost. The site contains about 10,000 square feet, and is situated at the base of the large reservoir belonging to the New River Company, between George-street and the Hampstead road. The society propose to supply plunge or shower cold baths, with all necessary conveniences, at one penny, and two-pence for a warm bath; and the wives and daughters of the working classes will have facilities, at a very cheap rate (one penny for the three hours), for washing and drying clothes. It is also contemplated to afford the better classes the opportunity of enjoying cold, warm, vapour, and shampooing baths at very moderate rates; and a hope is held out that after the original cost has been defrayed, the establishment will support itself. The success of a similar experiment in Liverpool, and also on a small scale in the metropolis, is adduced as evidence that the working classes will readily avail themselves of the opportunity thus held out to them.

THE NEW ROYAL EXCHANGE.—The statue of Sir Thomas Gresham, by Behnes, has, during the last few days, been fixed in the niche in front of the new Royal Exchange, at the east end, and under the cupola.

OPENING OF THE PIER AT BLACKFRIARS BRIDGE.—This pier, which has been for a considerable time in progress, was opened to the public on Tuesday morning. It is a most commodious and substantial structure, being 140 feet in length, with a dumb lighter placed in a right angle to the river of 130 feet. They have both been so constructed as not in the slightest degree to interfere with the navigation or current of the river. Two very commodious waiting-rooms have also been built, which, with the pier itself, will be brilliantly lighted with gas. Several of the Aldermen and Common Councilmen visited the pier on Tuesday, and expressed their entire approbation of the work. The sum of sixpence will be charged every time a boat calls at the pier, until such time as the expense of its construction is defrayed.

MORTALITY IN THE METROPOLIS.—The total number of deaths registered in the metropolitan districts during the week ending Saturday, October 18th, was 171, an amount considerably below that exhibited in the autumnal and annual averages, in which the numbers stand respectively 1,020 and 963. Under the head of zootic (endemic, epidemic, and contagious) diseases, the return shows an increase on both averages, the numbers for the week being 223 (71 of which were from measles), for the autumnal average 201, and for the annual 184. There were only 193 deaths from diseases of the lungs and respiratory organs, during the week, while in the averages the mortality ran the same affectional stands at 323 and 292 respectively. During the same period the number of births registered was 1310, being an excess over the mortality of 539.

THE LONDON SEWAGE COMPANY.—A Company has been formed, having for its object to remove the long existing evils consequent on the imperfect state of drainage in many parts of the Metropolis, and the pollution of the Thames. This is a matter of so much importance that the Company is likely to meet with great encouragement. A curious result has been established from some highly interesting statistics, furnished to the Commissioners of Sewers for Westminster, by one of their surveyors, Mr. George Hawkins. It appears that the daily discharge from the Westminster sewers only, would cover an area of 36 acres and a half of land six feet deep. This Company, under all the circumstances, is likely to afford a good investment, and at the same time the object it has in view is of the utmost consequence.

## NATIONAL SPORTS.

ATTEMPTED MURDER AND ROBBERY NEAR MANSFIELD.—About half past six o'clock on the evening of Saturday last, two ruffians attacked and committed a murderous assault upon the person of Mr. William Bunting, arched clerk to Messrs. Parsons, Beinn, and Parsons, solicitors, of Mansfield, whilst returning in a gig from Nottingham to the latter place. Mr. Bunting was driving at a very steady pace when he was struck a most severe blow on the back part of his head. He was rendered insensible, and his head was laid open, and he was quite saturated with blood. Fortunately the villains were alarmed by the appearance of a farmer on horseback, who instantly gave the alarm, and the robbers succeeded in making their escape. This attempt at murder and robbery has created the greatest excitement in the neighbourhood, such a diabolical outrage not having been committed in that part of the county before this period, and a reward of fifty guineas has been offered for their apprehension. Mr. Bunting is considered out of danger, although very weak from loss of blood.

**ATTEMPT AT ASSASSINATION.**—Mr. Egan, son of Denis Egan of Strokestown, went to Castlereagh a few days ago to the sessions for the purpose of prosecuting some civil bills that were entered for trial before the barrister. The cases did not come on, and Mr. Egan returned home at four o'clock for Strokestown, a distance of fourteen miles. He was met by four men between Tulsk and Corbally, where he reached between six and seven o'clock in the evening. He was then within four miles of his father's house, when one of the men fired at him; the contents of the piece (slugs) lodged in the hip of the mare that Mr. Egan was driving under a tax cart. The mare bled profusely; the splash-board, shafts, and spokes of the wheels are literally covered with blood; the vehicle appears as if painted with blood. Early next morning, three men, one of whom appears respectable, were apprehended near Frenchpark. Mr. Egan saw the men, but he don't know one of them.

Papers from Hayti, reaching to the 21st ult., have been received. They are occupied with an insurrection on the part of the Rivierist faction which had just been suppressed. The rebels had made Le-gane their headquarters, and had there procured arms and munitions. But they were attacked by the Government Generals Thierlonge and Desiré, and signally defeated. Bedouet, one of the principal Generals of the rebel party, had shot himself after the defeat, and many of his colleagues were executed.



THE CYMREIGYDDION FESTIVAL.—THE PROCESSION THROUGH ABERGAVENNY.

#### THE TWELFTH EISTEDDFOD OF THE ABERGAVENNY CYMREIGYDDION.

The Eisteddfod is different in its objects to the Musical Festivals of England, whose design is, generally speaking, either charity or ordinary festivity. The venerable Eisteddfod of the Welsh was, in olden time, a congress of all the poets and minstrelsy of the country, attended and presided over by the princes and nobles of the land. It was also a depository for national oral record; and, though falling infinitely short of the plans of the present Eisteddfod, the glorious Elizabeth Tudor, Queen of England, appears, as far as possible, to have imitated the customs of her Welsh ancestors, during her progresses and commemorations in England. But the similarity merely went so far as regarded the mustering of an immense host of retainers; for the pomp and pageant and mummery of the one cannot be placed on a par with the solemn ritual and high congress of the old British bards.

These institutions seem to be co-existent with the name of Wales, for their name and influence are traceable to the remotest antiquity.

The objects of the Cymreigyddion (*Cymreig*, Welsh—*dynion*, men—Welshmen) or *Cymreigyddion y Fenni* (Cymreigyddion of Abergavenny) are the restoration of any relics of ancient Cambrian literature, and the encouragement of literature generally, including History, Science, and Poetry; the improvement of Welsh Music, more immediately in reference to the revival of the beautiful airs of antiquity—the more general use of the triple harp, the national instrument—

and the encouragement of Welsh manufactures in flannels and hats. To these has been added the patronage of the fine arts; and the great prize for the next anniversary will be for a piece of sculpture.

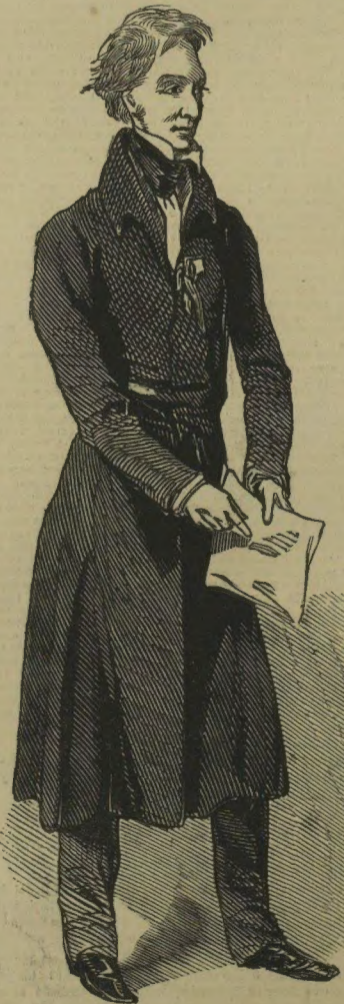
As far as regards that portion of the literature of the Principality, which is of an historical or legendary nature, the Eisteddfodau have done much in calling out some of the greatest men in Europe. The rich virgin-combs of Welsh poetry, still sealed up from the taste of the Saxon, are immense, and it will be long, we fear, before the sweet store is fully developed.

However astounding it may appear that very difficult and chromatic music can be performed with good effect on the Welsh or triple-stringed harp, yet true it is that Parry, the celebrated blind harper of Wynnstay, and his son used to perform several of Handel's choruses in the presence of King George III. some fifty years ago. In Wales there are, even at the present period, several harpers who can play most rapid passages, in thirds and sixes, with both hands, clean and neat; and, notwithstanding all casual flats and sharps are produced by inserting a finger between two strings of the outer row, it is done with uncommon smoothness.

We believe that the Abergavenny Society is the only one which offers prizes for the best specimens of articles of Welsh manufacture—on flannels and hats.

The Abergavenny *Cymreigyddion y Fenni* was established in the year 1833 by the spirited tradesmen of Abergavenny, and has been supported by them ever since with an energy and talent which reflect the greatest credit upon them. The meetings are held triennially.

At an early hour the arrival of carriages and parties on horseback from the hills, gave a very spirited and lively appearance to the town—which, indeed seemed all bustle and joy, in which feeling it would have been impossible not to have participated. The continued salutes of the Cannon on the Castle-hill, and the merry pealing of the bells, were amongst the first announcements of the Anniversary of the Ancient Eisteddfod. At eleven o'clock A.M., the President, Sir B. Hall, Bart., M.P. (in the absence of Charles Morgan, Esq. of Ruperra, M.P., who was unfortunately detained by affliction of a domestic character), and his

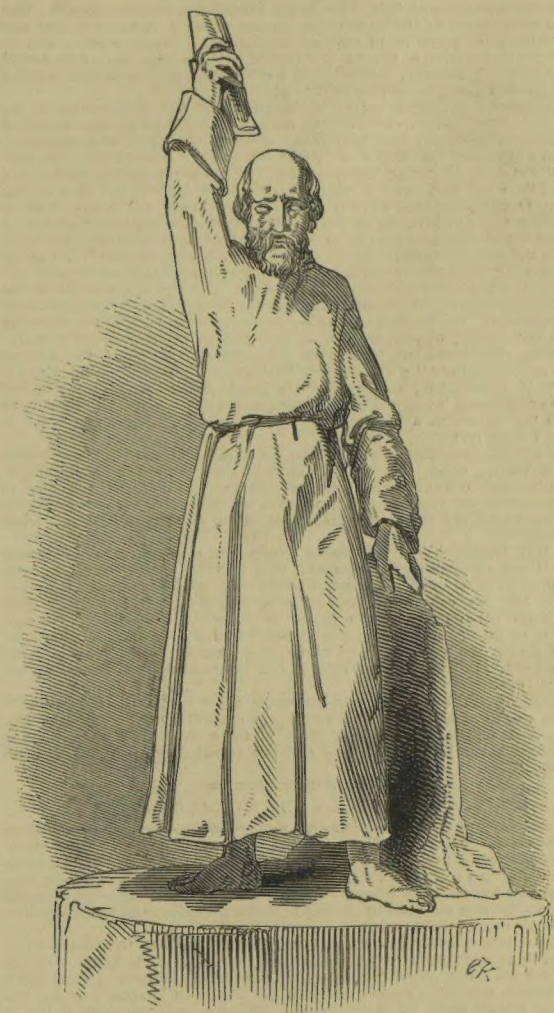


THE REV. T. PRICE.

friends were met at the Cross, a mile from the town, on the Monmouth road, by the members and friends of the Society, when a scene of the most animated nature presented itself. A very handsome car, profusely decorated with evergreens, surmounted by a rich representation of a plume of feathers, and carrying a miniature printing press, which was worked by two lads dressed in Welsh woollen clothes, and skull caps of the same material, was drawn alongside the President's carriage, when Mr. Hopkin Morgan and Mr. James Hiley Morgan delivered the address in Welsh and English. The procession then filed down the road and through the town in the following order:—



CHORUS SINGERS.



STATUE IN THE HALL, AT ABERGAVENNY.

## FORM OF PROCESSION.

Silk Flag, "Oes y byd."  
Military Brass Band.  
Managing Committee.  
Car, with Press.  
Bards, two abreast.  
Silk Flag.  
Car, with Loom.  
Silk Flag.  
Members, two abreast.  
Car, with Harpers.

President's Carriage, followed by his Friends, in 39 Carriages.

During the march of the procession, 400 cards were printed at the miniature press and distributed to the crowd, and the entire affair, together with the novelty of the loom at work, caused considerable interest among those who witnessed it. Never before did we observe such a procession in Abergavenny; the road, for nearly half a mile was literally crammed with carriages and people. It



HARPERS.

seemed as though the surrounding country had sent its entire population to the Eisteddfod, while the Welsh costume gave an interesting feature of singularity to the crowded picture. The procession halted at the Cymreigyddion Hall-door.

The Hall (see Engraving) was built by Mr. Lewis. The ceiling was entirely covered with pendant evergreens, through which ever and anon hung chandeliers and lamps, whose light shed a rich lustre on the gay *recherche* scene. In the centre we observed an illuminated crown beautifully formed, while at the back of the platform a semicircle of jetting flame, inclosing a superb imitation of a plume of feathers, with "G. and M." in huge letters beneath; and at the lower end of the room a harp in the same brilliant style, seemed to vie with each other in effect. Crowns and harps formed of dahlias, were hanging in various directions. Flora, in short, seemed to be the presiding genius of the scene. On the walls on either side were suspended the colours of Wales as carried at the Battle of Bosworth Field, with other banners, on which were inscribed the word "Cymry," in the old Bardic characters, &c., &c., around. On the left-hand side

of the platform stood a splendid Statue (see Engraving) of the ancient bard Taliesin pen Beirdd, the work of Mr. W. Jones, of Merthyr Tydvil, who had brought it 150 miles to grace the Eisteddfod of 1845. We extract the following article from the *Athenaeum* on the subject:—

"Nor must we omit to notice a striking performance by Mr. W. Jones, the Statue of 'Taliesin pen Beirdd (the Prince of the Bards) wrapped in a simple frock, like a monk's, bound round the waist with a rope, one arm raised high above his head, as if in denunciation, with the air and aspect of a prophet. The bard is in the act of exhorting the Clergy to retain the doctrines of the Gospel, as they had received them from the Apostolic hand, against St. Augustine with the innovations of Rome. There is a great spirit and character in this work, the composition simple, the action vigorous, and the meaning clear. We shall see it in marble."

On the opposite side of the Hall was a beautiful marble bust of Mr. Jenkins, of Dowllals.



INTERIOR OF THE CYMREIGYDDION HALL, ABERGAVENNY.

At about twelve o'clock, in imitation of the old custom, the Elsteddod was opened by sound of trumpet, after which the President took his seat in the chair. A grand chorus of harps (see Engraving) was the first greeting the meeting had, in the midst of which the rush into the pit was so immense that it was some minutes before order could be restored. The President then rose to open the business of the meeting.

Song—"Y Bard yn ei Awen," by Eos Fach and Dryw Fach with six male singers. (See Portrait.)

The Rev. T. Price then rose, and was greeted with a round of applause. He said they had arrived at another Anniversary of their Institution. The Elsteddod-trumpet had roused again in them the patriotism of their forefathers. It was three years since their last Anniversary, and twelve since the formation of the Institution, and he challenged any other Society in the world, of the same years' standing as their own, to produce (he used the words in courteous parlance) as much as they could show. The first work he would take in his hand was an essay which took up the same subject as Wharton, but did it much more effectively. The second he would mention was the "Coelbren y Beirdd," a work new to the world, and a clever production. The third was "An Essay on the Influence of Welsh Tradition on the Literature of Europe," by the learned Professor Schulz; by that work, we find that the ancient Welsh literature formed the basis of the romance of the Icelandic Sagas—and, indeed, we see it pervading the poetry of the whole of Europe. Thus, the ancient romances of Wales were taken up in France and Germany, and we find them pervading the songs of Dante. In the songs of Spain, too, Cervantes borrowed his principal characters from the Welsh Enchanter, Merlin. The next he would produce was "Philosophical Proofs of the Unity of the Human Race," derived from a comparison of the languages of Europe, Asia, Africa, and America, by A. H. Jones, Esq. He held in his hand the Mabonogion, the proof of what he advanced. The next work he would take up, was "A Collection of Welsh MSS." The next was "A Collection of the National Airs of Wales;" this work had received honour from the fountain head—from Royalty itself; and he would make no further observations on its merits, as they were sufficiently evident. He held in his hand the "Liber Landavensis, or Book of Llandaff," which contained an account of the Cathedral of Llandaff—a work too well appreciated to need any comment from him. There were a few pages not printed yet of the "Heraldic Visitation of Wales," by Lewis Dwnn, edited by Sir S. R. Meyrick; but he hoped it would soon be put into the hands of the friends of the Institution. He had thus gone through their literature, and he asked, had he not redeemed his pledge? Could any other Society of the same standing produce as much? Besides this, the Society patronized the loom, and they saw its success around them. The music, too, spoke so eloquently of itself, that it needed no remark from him. The spirit of the *amur patrie* is still alive, and a gentleman had brought a fine specimen of sculpture 150 miles, to be shown at this Elsteddod. The artist in that production had dared to look at the visions of glory which oppressed the aching eye of the bard; he had raised the spirit of old Taliesin, and made his spirit breathe from the clay. (Immense cheering.)

The Rev. D. Rhys Stephen next spoke.

Mr. Vaughan, of Courtfield, then addressed the company.

The Rev. T. Price rose and said, that the Committee were anxious to present an address to their illustrious visitor on the right of the President, Dwarcanauth Tagore, and they thought no medium would be so appropriate as in that Prince's own language. They had been fortunate enough in bringing to the meeting a young Welshman named David Williams, a native of the peaceful valley of Cymdd, who knew the tongue spoken amongst the Himalaya Mountains, having been confined there several years, and was on the sanguinary field of the Punjab which gained to us the province of Sind.

Mr. David Williams, a young man about 18 years of age, then proceeded to address the Prince in his native language; after which

The Rev. T. Price read the address in Welsh and English, and presented it in due form.

As the illustrious individual rose to acknowledge the honour done to him, he was received with the most enthusiastic and reiterated applause. His style of speaking was simple, yet earnest; the language was heartfelt, and seemed, as it were, to glow with the fervour of the sentiments. As his Highness sat down he was greeted with thunders of applause.

Two poetical addresses in Welsh were then read, congratulatory of the Elsteddod, as is usual on such occasions.

The prizes were then awarded to the successful competitors.

The thanks of the meeting to Sir Benjamin Hall, for the able manner in which he had filled the office of President, were given with acclamation; and, after he had returned thanks,

Bruce Pryse, Esq., rose and said, that, before concluding the meeting, he knew that they would heartily respond, with all the powers their lungs were capable of bringing into exercise, in honouring a vote of thanks to an esteemed individual, whose name was typified by "The Bee," and to whom they were deeply indebted for the pleasures of that day—he alluded to Lady Hall.

Scarcely had the words escaped from his lips, when the Hall rang with most tremendous enthusiasm and reiterated cheering. Never was a compliment more richly merited, never one, nor ever will be another, more nobly responded to. The waving of hats and handkerchiefs, the uplifting of hearts and voices told truly in that profound respect and devotion the noble lady was held.

Lady Hall rose and said, "My friends, my heart is in Wales and in Abergarvenny; I thank you for the honour you have done me."

Lady Hall sat down amidst immense applause.

The meeting concluded with "God Save the Queen," in Welsh.

#### THE DINNER.

After the conclusion of the morning meeting, a large party of the gentlemen adjourned to the Angel Hotel, where a sumptuous entertainment had been provided by Mr. Morgan, the host. Sir Benjamin Hall presided, and the Rev. John Evans, Vicar of Llanover, acted as Vice-President.

After dinner, the President said, that, as he had had a very long list of toasts put into his hands, he should be very brief in his remarks.

The usual loyal toasts were proposed, and in mentioning the Prince of Wales, the President said that he would combine with it a sentiment which he hoped that Prince would respond to and support to the utmost of his power—"Oes y byd fr lath Gymraeg." After the healths of all the Royal Family had been responded to (and they were each and all given as only Welshmen do), the President proposed the health of the representatives of the Danish and Sardinian Governments.

The former Minister, in rising to acknowledge the toast, said that they were extremely obliged by the flattering manner in which the toast was received; they had experienced a high treat in attending the meeting, and having resided for a long period in England, they felt a deep interest in everything connected with the prosperity of the kingdom.

The next toast was that of a very distinguished person, and the President hoped that when thousands of miles away, Dwarcanauth Tagore would remember Wales and the meeting he had then attended; and as they had been told at the meeting, that although his country was so far away they were still of the same lineage, he hoped they would ever be remembered by him as of the same race with himself.

Dwarcanauth Tagore, in answering, said—Gentlemen, I do truly feel that I am amongst my brethren this day, and it gives me great satisfaction to know that the art and science of Europe have brought me so much nearer your shores than I used to be; the first time I visited this country the voyage occupied six months; the last time I have been only twenty-five days, so that the distance between my home and yours is little more than it is to Rome, or other European countries.

The following is a list of the company at Llanover who, amongst many more, were present at the Elsteddod:—His Excellency Count Reventlow, the Danish Minister; Countess Reventlow; Count Christian Reventlow; His Excellency Count Pollen, Sardinian Minister; Dwarcanauth Tagore; Honourable Mrs. Murray; Mr. J. Jones of Llanarth, and Capt. Jones; Lady Morgan (of Ireland); Mr. and Mrs. Kemys Tynte, of Cefn Mably, Mr. and Mrs. Jones, of Glasbran; Mr. and Mrs. Bruce Pryse, of Dyffryn; Miss Williams, of Aterpergwyn; Miss Webb; Capt. C. Mills; Mr. and Mrs. Vaughan, of Penmaen; Mr. Vaughan, of Courtfield; Miss Davies; Miss Angharad Llwyd; Miss Pat; The Rev. Sir Charles Salisbury, of Llanwrn, Bart.; Rev. J. Jones ("Tegid"); Professor Meyer; Mrs. Williams, of Bassileg.

Also we observed on the platform—T. W. Rolis, Esq., of the Hendre, and party; Sir Love Parry and party.

#### SECOND DAY.

The doors of the Cymreiddion Hall were thrown open about eleven o'clock, and the room in a very short time was crowded. The President, Sir B. Hall, on his entrance, was greeted with a loud hurrah, and a grand chorus of harps, twelve in number, in the usual spirited style, and the Elsteddod was opened by sound of trumpet.

The adjudication of prizes then took place.

Several rounds of cheers were proposed and given by the meeting for Miss Davis, Sir B. Hall, Bruce Pryse, Esq., &c. Sir Benjamin closed the meeting with an excellent and interesting speech on the subject of the proceedings, nature, and objects of the Institution, and announced that £230 had already been subscribed for prizes for the next Elsteddod; and after the concluding piece, "God save the Queen," in Welsh, had been sung, the meeting separated, each one delighted with the success of the Anniversary.

#### CONCERT.

On the evening of Thursday, the second day, a concert took place in the Cymreiddion Hall, at which H. B. Richards, Esq., (the judge of the music and singing) presided at the piano.

#### DINNER AT THE GREYHOUND.

The company having left the Cymreiddion Hall, adjourned to the Greyhound Hotel, where an unusually sumptuous and elegant entertainment had been provided.

#### THE BALL.

On Friday evening a grand Fancy Dress Ball took place at the Cymreiddion Hall, under the able superintendence of Sir B. Hall, Bart., M.P.; Charles Kemys Tynte, Esq., of Cefn Mably; and John Jones, jun., Esq., of Llanarth, which was attended by upwards of 300 of the nobility and gentry of this and the adjoining counties. A cold collation was served in the room below.

We regret that we have not room for the "Awards of Prizes."—Among the fortunate candidates were Mr. and Mrs. Griffith, the winners of the Harp Duet prize, 1st day. Mr. Griffith is one of the harpers who has the honour of performing on the Welsh Harp, before her Majesty and Prince Albert, at Buckingham Palace, two years since, on the occasion of the presentation of a triple harp to the Prince of Wales.

#### A RAMBLE IN THE REALMS OF CHAT.

In the present age, when war, in any shape, must be at variance with the thoughts and feelings of every right minded person, more especially war with a nation which, in art, literature, and education, is in every way equal to ourselves, it is to be deplored that the slightest cause may be sufficient to involve us in another American war. The *New York Courier and Enquirer*, in an article on our relations with the United States, says:—"We have recently seen the official of Washington declaring, in respect to the disputed boundary between Texas and Mexico, that the Executive had determined to take and hold the Rio del Norte as that boundary, and that neither Mexican bullets, nor Mexican diplomacy, would avail to change this purpose. Against feeble Mexico, this declaration is safe, however little valiant or wise; but any such language ventured on by the official, and avowed by the Executive in regard to the northern boundary of Oregon, would now, we firmly believe, be the signal for instantaneously breaking up all negotiations, and a prompt appeal to the sword by England." Hostilities having commenced between two of the independent States of South America, we must needs interfere, through Mr. Ouseley. An American paper the official organ of Mr. Polk's Cabinet, in speaking of the act, says:—"These hostilities have been conducted, as far as we have heard, according to the laws of civilized warfare. Meantime, a large squadron of British and French vessels has been lying in the waters of one of the belligerents; and now, it appears, that, without notice, or explanation, or rendered reason, this neutral force, availing itself to the fullest extent of the right of the strongest, has quietly taken possession of the naval force of Buenos Ayres. What apology or justification has been, or will be, or can be made out, for this high handed outrage, we are yet to be informed: every principle of national law, and every sentiment of national comity, unite in its condemnation."

We have certainly, in the present state of affairs, outstepped the bounds of cautious policy. There is no enemy so weak, so powerless, as not to be able to work some degree of mischief; and the easiest victory over the weakest foe is not to be gained without its usual accompaniment of crime and disaster.

It would be difficult to imagine in what manner a war commenced with America would end, and it would be impossible to say in what manner it would affect all Europe. The Americans expect some important change very shortly, if we may judge from what the *New York Herald* says, in speaking of the Annexation of Texas:—"The spirit of revolution and change is at work; but a mightier influence pervades the masses of the people. A desire to extend the territorial dominion of the Republic has become the predominant passion of the people and the time. It is human nature. Nothing can check it." It may be natural enough, we think it is too! But we can easily guess what could check it. In another place, the same paper, after telling us that "the States are yearly growing up into universal sovereignty" (!), says:—"To this free land are now directed all the eyes and hearts of the down-trodden masses of the whole European world. The sanctuary of persecuted religion, the home of outlawed liberty, America, is a pillar of cloud by day, and a pillar of fire by night," to the followers of liberty throughout the civilised world."

After making every allowance for the national bombast, and, in general, exaggerated language of the Yankees, there still remains enough of the ridiculous in the above extract to laugh at—for any other feeling it may excite must be pity. However, it must be obvious to every one, that the "Yankees are getting too hot to hold themselves;" we suppose, national restlessness and a "tarnation large" bump of self esteem are the cause.

In Algeria affairs are nearly in the same state; Marshal Bugeaud has partly regained the favour of the Cabinet by drawing in his horns, about one of the wisest things he has ever done; but he is detested by the people. It is feared in Paris that the forthcoming war of extermination will be ferocious in the extreme; its object is the destruction of Abd el Kader and his adherents—the accomplishment of which will be a task of no small difficulty.

In speaking of Algeria we must not forget to mention Captain Dutertre, whose gallant devotion to his country's honour deserves the highest praise which that country can bestow. Having the misfortune to be taken prisoner by Abd el Kader, he was sent to summon some of the 8th Chasseurs d'Orléans, who had shut themselves up in the Marabout of Sidi Ibrahim, to surrender, and was threatened with execution if he did not succeed; he made use of the following words:—"They threaten to decapitate me if I do not succeed in persuading you to lay down your arms; but I exhort, I beseech you, my friends, do not regard me, but suffer yourselves to be shot down to the last man before you surrender." Abd el Kader, furious at this, was as good as his word, and this gallant officer was at once beheaded.

We need not remind the grateful French that they will do themselves as much honour as him, by erecting a monument to his memory; but we may suggest that his last gallant speech should be inscribed on its base.

But what have we been doing at home? *Nous n'avons*! first, then, for the glorious and equitable Law! Mr. Chilton, a Queen's Counsel, and the Recorder of Gloucester—an eminent legal authority, and holding a judicial office—was last week brought before Mr. Jeremy, at the Southwark Police Court, charged with refusing to pay a second time, the Railway fare which he had already paid. I appear that this gentleman had lost his ticket; and on his arriving at the terminus, the sum of 1s. 3d. was demanded of him—this exceeded the legal fare by three-pence, which overcharge Mr. Chilton refused to pay; upon which he was at once given into custody. Upon hearing the case, Mr. Jeremy "doubted whether the Railway authorities had power to give a man in charge for refusing to pay any sum which was demanded of him;"—then (in concurrence with Mr. Traill) he announced that "the Railway officers had a right to detain any person who refused to pay the full fare." At first, both he and Mr. Traill agreed that "it was clear that the authorities had no right to give the defendant into custody; but as the case had gone on, he must be ordered to pay the fare;" and, lastly, he was allowed to take the money back again, after he had paid it to the Clerk! Surely there must be something wrong when Magistrates cannot come to a decision (or, as in this case, indecision), without so often changing their minds. As it would be folly to suppose that the three-pence was a matter of consideration to Mr. Chilton, we think that he deserves great praise for suffering so much inconvenience in order to bring the case before the public, and by so doing, cause attention to be directed to it in the proper quarter.

Suppose a poor man, having to come fifty or sixty miles up to London, to be placed in Mr. Chilton's situation: who can calculate the injury which he might suffer, through being forced to pay a second time, and, perhaps, the railway was a very long one, twice as much as he had paid before? Left in London, a stranger, and without a friend or a shilling, he is compelled to apply for parish relief; and thus money is taken from the poor to fill the pockets of the rich.

Now that so many railroads are being formed—which will necessarily require bye-laws—some attention should be paid to the better regulating passengers' tickets, for, as they are an accommodation to the railway companies, they should not be a cause of loss to the public.

Another instance of the beauty of the law has been given at the Leicester Quarter Sessions. Two young men, who were convicted of stealing apples, had their appeal against the magistrates' conviction set aside, because their attorney called the convicting magistrate John Dudley, Esquire, instead of the *Kecereena* John Dudley, and were sentenced to six weeks' imprisonment. What an unfortunate thing for them that Mr. Dudley was a *Kecereena* J.P. otherwise, they would have established their innocence, as they could prove an *alibi*.

There is an account, in a daily paper, of two young men, in Hanover, having discovered a means of walking on the water: they use hollow iron vessels, of a certain shape, which they, oddly enough, call skies. We believe it is the only instance known of men being kept out of the water by the skies.

It may be interesting to our antiquarian readers to learn that workmen are engaged in Hartlepool, St. Helen, under the direction of Mr. J. Yeal, in exhuming the ruins of the ancient Chapel of St. Helen, which has been buried under a mound of earth, in the Farwell field. A portion of the north and south walls—the bases of four columns—a part of east end of the Chapel—a flagged pavement, at the west end—a quantity of beautifully carved stone, in an excellent state of preservation—and two mutilated images have been already dug out.

At present, it is impossible to ascertain the exact form and size of this interesting relic, but it is considered to have been a Gothic building, of a rich and beautiful style of architecture.

Lady Seymour is enjoying the amusement of deer-stalking at Achnacarry, and we are informed that her Ladyship brought down a splendid stag a few days ago. If her Ladyship should feel a want of game, she can have some very fine specimens of the "Stag," by sending up to Capel-court. They abound in such quantities, both there and at the Stock Exchange, that the keepers of the latter have done all they could to disperse them, but failed.

They are using every effort to bring the Direct Manchester and London and Birmingham Railways to a central terminus. The site intended for the former we believe to be Farnington market, and for the latter, the site of the Fleet prison. They intend making them covered railways, on the atmospheric principle, we believe, well lighted and ventilated, with a public thoroughfare along their roofs, and flanked by well built houses.

The war machine, which we mentioned last week as having made such rapid strides, seems to have extended to the very editors of papers, who, sitting in their arm-chairs, don their dressing gowns and slippers, load their nice saloons and coffee cups, and "linking their maiden pens to the feather," puff volleys after volleys of smoke into the air, and pour out such a flow of winkle and terrific odds, that any person (except their wives) would take them to be men of mighty courage. Take the following extract from the *National* (French paper) as a specimen:—

"England opens, *per fus et nefas*, markets in all quarters of the globe, establishes herself by main force in all parts where the interests of her power direct her, and pretends not to allow any power—France in particular—to take an inch of ground without her special authorisation, though it were, by virtue of the principle, the most elementary of the rights of nations. She understands quite well that pretensions so insolent and tyrannical require to be supported by a considerable force. She does not allow herself to slumber under the delusive *entente cordiale*; she is, accordingly, making every effort to be prepared for whatever may happen. She has put her coasts in a state of defence (she has armed a considerable fleet of evolution, and her arsenals display greater activity than they have done for some years past;

and, notwithstanding all this, what is the French Government about? Has it been enlightened by the humiliating lessons which it received in 1840 and 1841, to the great prejudice of the national honour? Has it made a serious appeal to the devotion of France, and turned to avail itself of the inexhaustible resources of our country, to enable our navy to take once more that position which she has always occupied in Europe?"

In another copy, speaking of Madagascar and the co-operation of the English,—"They are endeavouring to alarm our Ministers by demonstrating the perils of the enterprise," whilst they contest our rights of sovereignty. As to the 'perils of the enterprise,' that is our affair. We will take the present opportunity of stating, however, that the *Horas* are not the least in the world like what they would wish them to be thought in the office of the *Times*. Once on the spot we will undertake to avenge the injury done to the British flag, and save our neighbours the trouble and expense of attacking enemies whom they proclaim to be so formidable. It is necessary, however, that we act without further delay, and that we should instantly set about preparing the execution of the military and diplomatic plan which is to ensure the triumph of France—of France alone, and the annihilation of the power of the *Horas*. The blood of our soldiers, decapitated at Famatare, cries for vengeance. The moment for action has arrived." Surely the writer of this extract would, without hesitation, seek honour in the cannon's mouth.

It seems the Committee, formed for the purpose of selecting the Statues which are to decorate the walls of our Parliament Houses, are sadly puzzled to make their selection; and we are very much afraid that, in the event of their not agreeing in any other manner, they will have, in the long run, to put all the names in a bag, draw out the requisite number, and trust to chance for the rest.

That unfortunate bone of contention, the Andover Union, has been again dragged on the coals, and we suppose that they will never cease doing so until it becomes completely grilled. Mr. Parker has resigned his office of Assistant Poor Law Commissioner, which is the only proof of his wisdom we have ever heard of: it is needless to say that his resignation has been accepted.

We fear Ireland has a bad winter before her, on account of the disease which is making such dreadful ravages amongst the potatoe crop: we may look forward to the call for succour which will be made on us, as to a certainty. May we be able to respond to it! Sir Robert Peel, we have good reasons for believing, has determined to throw open our ports to foreign corn free of duty. The Repeal Association will have an excellent opportunity of giving the world a proof of its magnanimity, by returning to the poor a portion of the money which it has received from them during the last few years.

It may be useful to some of our readers to know that a farmer, who accidentally placed some diseased potatoes in a dry loft with a free ventilation, found, when he went to look at them in some little time after, that the diseased parts had become dried up, and the remainder was perfectly fit for the table.

#### SERIOUS ACCIDENT ON THE MIDLAND RAILWAY.

We are sorry to record another very serious accident, which occurred on Monday on the Midland Railway, near Barnsley, which has resulted in several of the passengers having received very fearful injuries. As the Leeds and London mail train, which is due at Leeds at about five in the morning, was running between the Masborough and Cudworth stations, some part of the engine became out of order owing to which the train was unable to travel beyond the rate of eight or nine miles an hour.

In consequence of this, a messenger was sent back to the Masborough station, to procure another engine to carry the train on to Leeds. In the meantime the train proceeded at a slow pace with the usual signal lights fixed behind, and when passing between the Wath and Darfield stations, the assistant engine came up behind at a rapid pace, and ran with immense force into the train. The concussion was, of course, a tremendous one. The last carriage, which was second class, was forced up from the rails, and the buffers were driven through into the first compartment of a first-class carriage which preceded it. In this compartment were William Fuller Boteler, Esq., one of the Commissioners of the Leeds Bankruptcy Court, Inspector Child and Sergeant Stubbs of the Leeds detective police force, two of whom have sustained injuries, the issue of which it is impossible to anticipate. Mr. Boteler, who is a gentleman between sixty and seventy years of age, had one leg broken above the knee, and the other severely bruised, and Mr. Stubbs received a compound fracture of the left leg, and other material injuries. Mr. Child was much shaken, but not otherwise hurt. All the other passengers in the train were more or less bruised by the violence of the collision, but we are happy to say that they have escaped with some slight contusions. Sir John H. Lowther, Bart., M.P. for York, was one of the passengers.

The cause of the accident is stated to be, that the driver of the assistant engine had anticipated that the train would be considerably further in advance than it was, and that he was unaware of being near it until it was too late to slacken his pace, and avoid a collision.

On Wednesday afternoon, Thomas Wneatey, an engine driver, employed by the Midland Railway Company, was brought up before Wilson Overend Esq., at the Town Hall, Sheffield, on the charge of having, on Monday morning, by negligent performance of his duty, as the driver of a pilot engine, run into the down mail train, in the parish of Ryston, near Barnsley, and having thereby endangered the lives and limbs of persons travelling upon the railway, and also broken several carriages. The charge was preferred at the instance of the railway company, under the 13th section of Lord Seymour's act.

Evidence having been given which went to corroborate the above account of the occurrence, Mr. Overend said, that as the prisoner would in all probability be taken before a more serious tribunal, he should not then decide the case, but adjourn it until the result of the accident should be known.

In the meantime the prisoner was allowed to go at liberty, on condition that he should enter into sureties, himself in £50, and two sureties in £20 each, for his appearance when called upon.

**SUDDEN DEATH OF COLONEL ADEY.**—On Wednesday an inquest was held before William Carter, Esq., at the Lord Nelson, Old Kent road, on the body of Thomas Adey, Esq., aged 69, late of the 3rd Guards. Mr. William George Adey of No 2, Claremont place, Old Kent road, stated that the deceased was his father, and resided in the same house. On Friday (last week) he dined with his family at three o'clock, and ate very sparingly of fish. He had been subject to paralytic attacks, and at five o'clock said he would go and lie down. He got up from his seat and went to the bedroom, when he took off his coat and waistcoat. He then requested his wife to unbuckle his stock, but before she could get to him he fell down on the floor in a powerless state, and when witness went to him he discovered he was black in the face. A medical friend was sent for, but before his arrival the deceased was dead, having lived but five minutes after the first attack, and witness had no doubt it was caused by apoplexy, and not by anything he had taken. Verdict—"Died from natural causes."

**FUNERAL OF THE LATE MRS. FRY.**—The remains of Mrs. Elizabeth Fry were interred on Monday, in the Friends' burying ground at Barking, Essex. The funeral was conducted in a strictly unostentatious style, in conformity with the recognised custom of the Society of Friends. The body did not arrive at the late residence of the deceased lady, at Upton, from Ramsgate, till seven o'clock on the morning of the interment. About a quarter before eleven o'clock the funeral cortege, which extended more than half a mile in length, moved at a very slow pace en route to Barking, and, added to the thousands who had assembled to pay their last tribute of respect to departed worth, gave great solemnity to the proceedings. Among the mourners were, in addition to the sons and daughters of Mrs. Fry, Samuel Gurney, sen. and jun., Esqs.; J. Masterman, Esq., M.P.; Sir E. Buxton, Sir J. H. Pelly, John Joseph Gurney, Esq.; a great number of the Society of Friends, and other persons of distinction. Between fifty and sixty carriages from various parts were observed at Barking, waiting the arrival of the body, which reached there about one o'clock. After the necessary preliminaries were arranged, the body was removed from the hearse and consigned to its last resting-place, and the death-like silence that prevailed for several minutes was broken by appropriate addresses from two female Friends, and one from Joseph Gurney, Esq.

**RESIGNATION OF MR. PARKER.**—Mr. Parker has resigned his office of Assistant Poor Law Commissioner, and his resignation has been accepted.

**NEWS AGENTS AND NEWSPAPER SUPPLEMENTS.**—The Solicitor General and Mr. Peacock have given their opinion that a London News Agent is liable to a PENALTY OF TWENTY POUNDS for sending any Supplement to a Newspaper to the Country News Agent without sending the Newspaper with it. And also that the Country Agent is also liable to a PENALTY OF TWENTY POUNDS for every Supplement which he may sell or deliver, and without at the same time delivering out the Newspaper to which the Supplement belongs.

**MELANCHOLY DEATH BY FIRE.**—On Tuesday night, Mr. W. Payne held an inquest at the Blue Anchor, Coleman street, City, on the body of Miss Emma Gray, aged nineteen, the daughter of Mr. G. H. Gray, of No 9, in that street. It appeared from the evidence of the father of the deceased (whose hands were dreadfully burnt in his endeavour to save his daughter), that shortly after eight o'clock on the evening of Saturday week, he was sitting in his dining-room, with his back to the deceased, who was engaged at needle work, when suddenly he observed a strong light behind him, and before he had time to turn round, the deceased screamed out "Father, I am on fire," and he found her standing close to the table one mass of fire. He caught her immediately in his arms, and with his hands succeeded in putting out the flames; but as he had no water at hand to put out the burning clothes, he told her to go up stairs to the kitchen; but whilst ascending the stairs a draught of air again set her in flames. He immediately rushed to get some water, when he found there was not a drop to be obtained; during all this time the deceased was rushing from place to place in a mass of flame, screaming from the excruciating agony she was suffering. With the assistance of a young man named Guy, the fire was eventually extinguished, but not before the poor girl was frightfully disfigured. Mr. Edinboro, surgeon, was called in immediately, and applied the necessary remedies to the burns which covered, with very slight exceptions, the whole surface of her body. She gradually sunk under the effects of the injuries, and expired on Monday last. Before her death she told her father she had let a piece of lighted cotton on the carpet, and that she went to put her foot upon it, when it set light to her dress.

THE THEATRES.

HAYMARKET.

There is a fashion in theatrical affairs, as in other things. A new piece, or class of pieces, is produced; some dormant chord in the heart of the play-going public is awakened, and this reaction is visible in all theatres, from the highest to the lowest. At the transpontine houses, some virtuous housemaid appeals to the sympathies of the avoirdupois of Lambeth, at one theatre, and immediately all the other minor houses set forth the sufferings of all the charity girls, cheap shirt-makers, domestic victims of unmerited persecution, and servants of all work, they can invent. In another way, a fortunate burlesque is produced; and forthwith managers contract a notion that no other than that style of entertainment will go down—that allusions to the Traitor's Fountain, the New Poor Law, the Railway Mania, and the last Act of Parliament, are the only things to attract an audience, and make them laugh when they have been collected. Sometimes all the heroes must be Grandfather Whit-heads or Old Parrs—semi-crazed old gentlemen, who only remember where some particular paper was concealed, or where some remarkable observation was made, just in time for the "rightful heir" of the Richardson drama to come into possession of his own. At others "Don César de Bazan," or any other similar creation of the Lemaître rôles, can alone be tolerated. And now, after the drama has been in such a trance that she was almost imagined to be dead, except that one pulse still beat in the Sadler's Wells department of our organization, she starts up again, at the Princess' and Haymarket in all her pristine vigour; and Messrs Macready and Anderson, whom no one had known any thing of for two or three years, except that they had gone to America and come back again, have once more large letters on the placards, and constitute in their absence those adroit swindlers known to lessees as the "off nights" of their managements.

Mr. Anderson appeared at the Haymarket on Monday evening, as *Claude Melnotte*, in Bulwer's play of "The Lady of Lyons." Miss Helen Faucit coming forth on the same evening, in her original character of *Pauline*. "The Lady of Lyons" is a play which contains all the elements of popularity. It is admirably constructed in a dramatic point of view: the course of its incidents never appear to outrage probability, in a dramatic point of view also; the emotions of its characters are natural ones, and there is in it a culminating interest, which prevents its action from ever flagging. However beautifully a play may be written, situation, if popularity be looked for, will carry all before it. Although Mr. Anderson's assumption of *Claude Melnotte* was upon the whole, a most praiseworthy performance, we cannot bestow upon it the meed of unqualified approbation. Physically, he had great advantages to assist him in interpreting the character effectively; but, where acting alone was concerned, his assumption was less calculated to lay hold of the public taste—*are est celare artem*; and we were too often reminded that Mr. Anderson had not studied this advice sufficiently. His acting was too apparent; indeed, at the conclusion of the fourth act, some hissing was distinctly audible above the plaudits. The general impression, however, was most decidedly favourable, as the hearty manner in which he was cheered, at the conclusion of the play, proved. The excellence of Miss Helen Faucit's acting, in *Pauline Deschamps*, is too well known to require any fresh eulogium. In our opinion, it is the very best character she plays; and she never appeared in it to greater advantage than on Monday. She was loudly applauded throughout, and a shower of bouquets assailed her when she appeared before the curtain, at the end of the piece. The house was very well attended.

PRINCESS'.

We remember some two years ago, a luckless comedy was produced at the Haymarket—whether it was "Quid pro Quo" or "Moonshine," we cannot precisely recollect, but we incline to the latter—in which Mr. Farren had to say, "Formerly we took torts and frigates from the French; now we only take farces;" and the readiness with which the audience seized upon this point, and applauded it to the echo, was a fair proof of its aptitude. And very true it was. There is no class to whom a war between England and France would be a more dreadful affair, than the dramatic transients. Their new look out for Parisian novelties at the present day, almost forestalls the pieces themselves. The whole of our vaudeville theatres live upon their ingenuity—at least with exceptions few and far between: and the productions are so disfigured—or rather, as that is a harsh word, so changed—that their parents would hardly recognise them. Indeed we are mistaken if the piece of "Seeing Wright"—so thoroughly English and esoteric as it seems—may not be found to be identical with "Le Capitaine et la Paysanne" of the Paris stage. We have already noticed one successful adaptation of "La Vie en Partie Double" at the Lyceum, under the title of "Next Door;" and now we have to chronicle another produced on Tuesday evening, at the Princess', as "Jack of Both Sides," Mr. Oxberry sustaining the character played by Mr. Wieman, and Miss Emma Stanley appearing in the place of Miss Villars. The incidents are nearly the same. A little difference has been made in adapting the peculiarities of the different parts to the Princess' company, and this has been done with tact. We may signalise some very humorous dancing as especially successful.

We are anxious for some good first piece—be it opera, drama, or otherwise—at this house, to combat the reaction on the night when Mr. Macready does not play. With every department in the theatre, both on the stage and about it, so well filled, no great difficulty can exist in carrying this out.

ADELPHI.

The Adelphi has made a great hit in the production of a burletta from the indefatigable pen of Mr. Charles Selby, called "Taming a Tartar, or Magic and Mazourkapubia." This, as the bills honestly confess, is an adaptation of the grand ballet, in which Carlotta Grisi has been turning the heads of all the Parisian population, at the Académie Royale, termed "Le Diable à Quatre"—causing the theatre to be crowded every evening, and bringing together a long line of anxious playgoers to form the *queue*, who have dined in and about the Rue Lepelletier, on purpose to be in time "Le Diable à Quatre," is founded on our own farce of "The Devil to Pay," which in its turn was altered from an old play, "The Devil of a Wife," first produced in 1699. The character of *Nell*—originally played by Mrs. Clive and Mrs. Jordan—is the principal rôle of the ballet, and many of the incidents of the old play are preserved.

The Adelphi piece, although an adaptation, is not altogether a ballet. Mr. Selby has written some burlesque dialogue to it; and some very attractive songs are distributed amongst the characters. It is scarcely necessary to describe the plot, but this is the outline. *Count Crackomienowski* (Mr. Braid), has a terminant *Countess* (Miss Woolgar), and opposite to his chateau, reside *Mazourka* (Mr. Wright), a drunken basket maker, and *Mazourka* (Madame Celeste), his wife, who is passionately addicted to dancing. To read a proper lesson to all parties the two wives are mesmerised, and made to exchange places, and the main incidents of the piece rise out of this change of position. *Isma* (Mr. Munyard), a villager, and *Yelva* (Miss Ellen Chaplin), carry on a comic underplot of courtship. Mr. Selby is an effective dancing-master, in breeches of rose-coloured satin and pink shoes; and Mr. Paul Bedford is a mighty hunter, being no less a person than *Kickerwhisk*, the *Count's* first whip. These, with the aid of a corps of pretty girls and active pantomimists, effect the representation of the most amusing spectacle we have seen for some time.

There is really so much to praise in this piece that we scarcely know where to begin. *Place aux dames!* Madame Celeste's impersonation of the twinkling-footed *Mazourka* was admirable. Her broken English, which we do not generally admire, gave a droll piquancy to several bits of the slang of the day put into her mouth; and her dancing was unexceptionable. She was loudly applauded in a new *Mazourka*, from the original ballet; as also in another real "Bohemian Polka" with Mr. Wright. Miss Woolgar was a very attractive *Countess*, and played with inimitable spirit in the scene where she finds herself changed to the basket-maker's wife. She sang a neat parody on Anna Hulton's song in "The Enchantress," called "Woman's Tongue." Miss Ellen Chaplin fairly took us by surprise, with her very clever dancing, of which she had a great deal to accomplish. Mr. Munyard, also, is equally entitled to praise. His imitation of Perrot throughout the piece was perfect and his pantomime of the highest order. He is a very valuable member of the Company. Mr. Wright was amusingly droll as *Mazourka*, and his remedy for a scolding wife, which he was constantly calling to his aid, in the shape of *Doctor Twig*, produced roars of laughter. Mr. Paul Bedford had a very facetious burlesque scene, which he sang admirably; and Mr. Selby made the little rôle of the dancing master, quite a prominent character by the excellence of his acting.

The piece has been gorgeously put upon the stage, and the mechanical effects are novel. Some of them are exceedingly beautiful, especially the dream tableau in the second act. The change of the two wives to each other's house, borne away on their couches by sylphs, is also cleverly managed; and the last scene of a conservatory, decorated for a ball, exceeds anything we ever witnessed at the Adelphi. We should not omit to mention three clever persons who danced a "Pas de Cosques" in this scene.

The curtain fell amidst very loud cheering; and indeed the production deserved all the applause bestowed upon it. It will run a long time. On Wednesday evening, when we were present, the house was crowded to its convenience long before the second price.

The music, arranged by Mr. Alfred Mellon, we presume from the original, is also attractive. There is one passage, however, which runs through the piece, and always makes you think you are going to hear "Those velvet heels"—only you don't; and the effect of this is somewhat tantalizing.

**SADLER'S WELLS.**—The amusing one act comedy, of "Is She a Woman?" has been revived at this theatre, and acted every evening this week with great success. It has been well put upon the stage.

Mr. Balfe has arrived in town in a cab. Signor Costa, after a tour in Germany has also returned to London. It is rumored that the Philharmonic Directors have nominated him to the post of Conductor for the 11th Concert of the ensuing season: such an appointment, should it be accepted by the distinguished *Maestro* would tend to elevate the character of the Society. Letters from Paris mention that Moriani had completely failed at the Italian Opera. His fine acting could not reconcile the French critics to his utter extinction of voice and bad style of vocalization. Persiani's star was in the ascendant; her singing is stated to be more exquisite than ever and her intonation perfect.

OBITUARY OF EMINENT PERSONS, RECENTLY DECEASED.

MRS. FRY.

Elizabeth Fry, a philanthropist, whose whole life was devoted to alleviating the human misery consequent on poverty and sin, was the third daughter of John Gurney, of Earham Hall, in the county of Norfolk, a member of the Society of Friends.

The family of Gurney—now represented by Hudson Gurney, Esq., of Keswick, in Norfolk—is of ancient and distinguished lineage. Hugo Gournay, a Norman Baron, Lord of Gournay and Le Brai, came over with William the Conqueror, and founded the house in England. Among his descendants, we find Hugo de Gournay, the school companion and friend of Henry I.; Sir John de Gurney, who fought at Lewes and Evesham, and afterwards with Prince Edward, in the Holy Land; Sir Matthew de Gurney, frequently mentioned in "Froissart's Chronicles," who assisted at all the great battles of Edward III. and the Black Prince; and Edmund Gurney, who, in the time of Richard II., was a lawyer of eminence, and Recorder of the city of Norwich. From a younger son of the Gurneys of West Barsham and Harpley, came the family of Gurney, which settled at Keswick, in Norfolk, and embraced the tenets of the Society of Friends. John Gurney, of Keswick, left, with other issue, Richard, his heir, whose son is the present Hudson Gurney, Esq., of Keswick, F.R.S., and Vice-President of the Antiquarian Society; and a second son, John Gurney, of Earham, Norfolk, who married Catherine, daughter of Daniel Bell, a London merchant, and left, at his demise, in 1809, four sons and seven daughters. The eldest of the sons now living is Samuel Gurney, of London, and the third daughter was Elizabeth, the subject of this memoir.

This excellent lady was born in 1780. When very young, she had the misfortune to lose her mother, and was thus, at an early age, in some measure, abandoned to her own guidance. Her father, though a member of the Society of Friends, was not so strict as others of the same sect, and permitted his daughters to mix much with society, and enjoy the advantages of birth, fortune, and education. After, however, a short sojourn in London, and a brief participation in its gaieties, the family returned to Norfolk, and, in consequence of a visit from some strict members of the Society, suddenly became more serious and devout, especially the daughter Elizabeth, who assumed the simple garb of her persuasion, and renounced all kinds of amusements. She was, at this time, only eighteen, when, with her father's permission, she converted an apartment of Earham Hall into a school-room, where she daily gave, to twenty-four poor children, elementary instruction in reading, writing, and arithmetic.

In 1800, she was married to Joseph Fry, a member of the Society of Friends, who still survives her. This amiable gentleman greatly facilitated the exertions of his wife, by annually placing at her disposal a considerable sum, which she applied entirely to works of charity. Such, indeed, was her humane disposition, that her sympathy extended to the whole family of man, without reference to country, clime, or religion. She was looked upon as physician to body and soul; she fed and comforted the poor, supplied them with clothes, and did every thing that could administer to their well-being, and promote their happiness. Sorrow is everywhere the same, and so benevolence with her was universal. Her succour extended to criminals; for she regarded vice as a disease, and, to attempt its cure, feared not to face the horrors of the gaol. Mrs. Fry, on being informed of the deplorable state of the female prisoners in Newgate, adopted the holy resolution of going personally to their relief. The Governor of the gaol, learning the risk she would incur, endeavoured to dissuade her from visiting this abode of iniquity and shame, which he himself scarcely dared to enter. She, however, remained firm to her purpose, and when he advised her not to carry in with her either her purse, or her watch, Mrs. Fry replied, "I thank thee; I am not afraid; I don't think I shall lose any thing." She was shown into an apartment which contained about one hundred and sixty women, more or less plunged in crime, who, many with children, ate, dressed their food, and slept, all in the same room. Disorder and filth, oaths and disgusting language, added to the horror of the scene: the place resembled a den of savages. As she entered, the inmates gazed on her with amazement; but the pure and tranquil expression of her countenance had a magic influence, and speedily softened their ferocity. They listened attentively to her. "You seem unhappy," said Mrs. Fry to the prisoners; "you are in want of clothes: would you not be pleased if some one came to relieve your misery?" "Certainly," they replied; "but nobody cares for us, and where can we expect to find a friend?" "I am come with a wish to serve you," she resumed, "and I think, if you second my endeavours, I may be of use to you." She then spoke to them the language of peace, and afforded a glimmering of hope. She avoided touching on their crimes, and made them understand that she came there, in the name of God, to comfort and to pray, not to judge and condemn. When she was about to depart, the women thronged around her, as if to detain her. "You will never come again," said they. "I will come again," was her answer. She soon paid a second visit to this loathsome gaol, and continued to unflinchingly and triumphantly persevere in her object.

In 1816, Mrs. Fry succeeded in establishing a ladies' committee for the reformation of the interior of Newgate. Not more than a year elapsed, from her first visit, when the most beneficial result appeared. The previous scene of riot, dirt, and licentiousness, was exchanged for order, sobriety, and comparative neatness in the chambers, as well as in the persons of the female prisoners. Thanks to years of unceasing labour, Mrs. Fry maintained, and enlarged this reform in Newgate. Even there the influence of virtue now softens the horror of vice, and Newgate has, in some measure, become an asylum of repentance. For this great act of charity, the thanks of the City of London were voted to Mrs. Fry: she not only elicited the encomiums of the English people, but her name was associated with every philanthropic object in most of the nations of Europe. As an opponent of Slavery, her exertions nearly came up to those of the heroes of the abolition. In short, her ardent and practical philanthropy has been felt and acknowledged by all, by Emperors, Kings, and Princes, by men of every class public and private. In domestic life, Mrs. Fry was much beloved, her gentle disposition and her ready intelligence making her always a welcome and agreeable companion. Wherever she dwelt, and particularly at Upton, her residence in Kent, she passed her time in soothing and mitigating the sufferings of the distressed and destitute in her neighbourhood. Mrs. Fry expired on the 13th inst., after a protracted illness; the immediate cause of her death being an attack of apoplexy. On the 20th instant her remains were interred at Barking. Mrs. Fry leaves behind her a numerous issue.

Superfluous, indeed, is any eulogy of the life and acts of this illustrious lady. Her name has but one other in England to rank with it—that of Howard: he, whom the orator describes as diving into the depths of dungeons—plunging into the infections of hospitals—surveying the mansions of sorrow and pain—taking the gauge and dimensions of misery, depression, and contempt—remembering the forgotten, attending to the neglected, visiting the forsaken, and comparing and collating the distresses of all men in all countries. There is a monument to Howard in St. Paul's Cathedral, the only one in that vast area really suited to the sanctity of the place: we trust that a similar memorial of Mrs. Fry may mark to future ages our reverence of one, who did good for God's sake, with a mind far above earthly praise or reward.

SIR GREGORY LEWIN.

Sir Gregory Allnutt Lewin was the son of Richard Lewin, Esq., of Eltham, in Kent: he was formerly a Lieutenant in the Royal Navy, and received the honour of Knighthood in 1820, when employed at Cork, under Rear-Admiral Sir Benjamin Hall, K.C.B., on the occasion of Earl Talbot, the Lord Lieutenant of Ireland, visiting the Naval Establishment. Sir Gregory subsequently adopted the legal profession, and was called to the Bar, by the Hon. Society of the Middle Temple, the 26th April, 1822.

His practice on the Northern Circuit was attended with some success. He was at one time much employed in the defence of prisoners, where he displayed great skill and discretion; but, on the passing of the act which allowed counsel to address the jury in favour of the accused, men, like Mr. Wilkins, of ready and striking eloquence, entered the same arena, and, in some measure, ousted the former advocates from the field. Sir Gregory Lewin edited a series of Reports of Crown Cases in two volumes. The learned Knight was latterly a Queen's Counsel, Bench of the Middle Temple, and Recorder of Doncaster. He married, in 1824, Elizabeth Caroline, daughter of William Buller, Esq., of Midwell Hall, Northamptonshire, and has had issue two sons and three daughters. Sir Gregory died at Exeter, on the 12th inst., in the 52nd year of his age.

GENERAL REBOW.

General Francis Slater Rebow, was the son of R. Slater, Esq., of Chesterfield, and assumed the surname of Rebow, on his marriage, in 1796, with Mary Hester, eldest daughter of, and, eventually, sole heiress of Isaac Martin Rebow, Esq., of Wivenhoe-park, Essex, the representative of the old and highly respectable family of Rebow in that county. General Rebow, who rose through the different degrees of rank to the station he held at the period of his demise, was formerly in the First Regiment of Life Guards. He had seen much service. He assisted in the reduction of Martinico, and St. Lucia, and Guadaloupe, in 1794, and was wounded at the taking of the last of these places. He was with Wellington in the Peninsula in 1812, and there earned distinction. The gallant General died on the 7th instant, at his seat, Wivenhoe Park, Essex, in the 76th year of his age. He leaves an only daughter and heiress, Mary Martin Slater, who was married, first to Sir Thomas Ormsby, Bart., who died in 1833, and is now the wife of John Gordon Esq., second son of T. Gordon, Esq., of Letton, in the county of Norfolk. This gentleman, upon his marriage with Lady Ormsby, assumed the surname of Rebow.

CHESS.

TO CORRESPONDENTS.—"Leon."—The projected translation of M. Von Heydebrandt's invaluable work by Mr. Staunton will be produced with the full concurrence and co-operation of the author himself. M. Von H. is at present resident in Vienna. Major Jaenish is a Russian. The work on Chess by Petroff is written in Russ, not French.

"A Subscriber."—Guernsey.—"Stalemate" is, in this country, a drawn game. "Automaton."—We were led astray by the party who forwarded us the two problems by Brede which appeared in a late number. Your solution is correct. "H. N. P."—See the notice above to "A Subscriber." Your solution is quite wrong; what presents the Black from interposing his other Pawn when you check with your Bishop?

"A and B."—According to the strict rules of the game, we conceive "B." is bound to move his King. "J. H."—Whoich, is quite correct. The solution in four moves is very pretty, and it is a pity there should be so slowly a one in three.

"A German" is thanked, but the position is too huck-n-v-d. "A W. G."—La Bourdonnais and his great competitor, Macdonnell, were both buried at Kensall Green. The grave of the former is on the south-west side of the cemetery: and is marked by a plain stone, bearing the inscription,—"*LOUIS CHARLES DE LA BOURDONNAIS, the celebrated Chess Player, died 13th December, 1840, aged 43 years.*" The latter lies in a sequestered spot at the north-west corner of the ground denoted by a plain stone slab, on which is inscribed,—"*Sacred to the memory of ALEXANDER MACDONNELL (formerly of Belfast), who died 14th September, 1835, aged 37 years.*"

"G. P."—The following, which, we believe, is by M. D'Orville, occurs to us at the moment as one of the most beautiful problems in five moves extant. Place the men thus: White—King at Q 1 square, B at K 2nd, Kt at Q 4th, Pawns at Q 4th and Q 2nd. Black—K at Q 4th, P at Q 3rd. White mates in five moves. This, also, by the Honorary Secretary of the London Chess Club, is very ingenious. White—K at his R square, R at Q Kt 3rd, Kt at Q B 7th. Pawns at Q B 2nd and Q Kt 2nd. Black—K at Q 5th, Pawns at Q Kt 2nd and Q R 4th. White mates in five moves.

"A Bad Chess Player." Per h.—Your former communication was certainly noticed in our last Number. The solution now received, as well as the first, is incorrect. "A."—Christchurch—Your proposed solution of No 90 in four moves is incorrect. Mate cannot be given in less than the prescribed number.

"A Moderate Player"—By the move suggested, the mate in Mr. Andersen's sixth problem may be averted for one move more. "H. B."—1st. There can be two pawns on each side on the board at the same time. 2ndly. It matters little whether you solve problems from the diagram or on the Chess table, provided in the latter case you do not move the men. 3rdly. The Chess notation at present adopted in this country, although somewhat difficult, is, preferable, we think, to that proposed by your friend, and which is commonly in use on the Continent.

"W. W. M." and "D. B."—You may get a copy of Heydebrandt's celebrated "Handbuch" of Williams and Norgate, the foreign booksellers. "T." will, perhaps, oblige us by communicating the address of the party possessing the collection of curious old Chess works, of which he has politely forwarded a catalogue.

Solutions by "A. Z." "F. F." "J. B. P." "The Rev. R. M." "H. G. B." "V. J. C." "A. Rugbean." "K. X." "J. R. H." "H. H." "W. P. P." "J. W. R." "Nincom." "Ajaz." "W. B." "A. J. M." "W. J." "M. A. T." "R. T." "Stewart." "S." "D. N." "Anatru." "R. C." "G. A. N." and "Two Novices" are correct. (The majority of these Correspondents have succeeded in solving our last Problem in three moves, which is comparatively easy; but they have yet to find the solution in four, which, strange to say, is really difficult.) Those by "A. S." "C. R. M." "D. W." "Alpha," "Baxter," "Juvonia," Cheltenham, and "T. X." are all wrong.

\* Any Amateur desirous of playing a game of Chess by correspondence is requested to address "T. B., Post-Office, Cheltenham."

SOLUTION TO PROBLEM, No. 91.

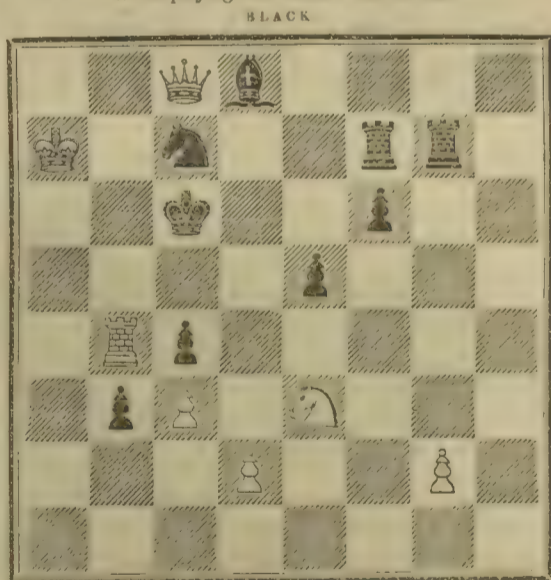
WHITE.	BLACK.
1. R to Q R's 8th	K to Q B's 4th
2. B to K B's 2nd (ch)	K to Q Kt 5th
3. B to Q R's 7th	K to Q R's 4th
4. B to Q B's 5th (dis check-mate)*	

\* This is the author's solution, but he appears to have overlooked a less scientific, though shorter method of giving mate, by first playing the K to B's 7th, then taking the Pawn with the Bishop, and on the third move check-mating with the Rook at Q R's 5th.

PROBLEM, No. 92.

This exquisite little stratagem, is the latest invention of the Rev. H. Bolton, unquestionably the finest genius of the day, in this delightful branch of Chess.

White playing first mates in four moves.



WHITE

GAME No. 26.

Lately played between Mr. Buckle, one of the strongest players of the day, and Captain Kennedy, President of the Brighton Chess Club.

BLACK (Mr. B.)	WHITE (Capt. K.)	BLACK (Mr. B.)	WHITE (Capt. K.)
1. K P two	K P two	16. K to K Kt sq.	K to Q B sq.
2. K B P two	P takes P	17. B to Q 2d	Q Kt to Q 2d
3. K B to Q B 4th	Q to K R 5th (ch)	18. Kt takes Kt	K takes K
4. K to K B sq.	K Kt P two	19. K to K 5th	K to K B 2d
5. Q Kt to Q B 3d	K B to K Kt 2d	20. Q R to Q sq.	K to Q 9d
6. Q P two	Q P one	21. Q B P two	K to Q 2d
7. K P one	P takes P	22. Q B P one	Kt to K B 4th
8. P takes P	K Kt to K 2d	23. K to K B 2d	K to Q B sq.
9. K Kt to B 3d	Q to K R 4th	24. K R to K sq.	K R to K sq.
10. Q Kt to K 4th	K R P one	25. B to Q B 5th	Q R takes R
11. Q Kt to K B 6th (ch)	K B takes Kt	26. R takes R	K to K B sq.
12. K P takes B	K Kt to K B 4th	27. Q B P one	Q takes P on K B 6th
13. Q to K sq. (ch)	K to Q sq.	28. Q takes Q	R takes R
14. K Kt to K 5th	B to K 3d	29. R to Q 5th (ch)*	K takes R
15. B takes B	P takes B	30. Q B P takes P	

And Wins.

\* Very cleverly played.



HUTCHISON'S MARKET, ALDGATE.

## THE HUTCHISON MARKET.

This new metropolitan Market has just been completed upon ground, the freehold property of Andrew Kennedy Hutchison, Esq., in the rear of Aldgate Church. Part of the site was formerly occupied by meanly-built premises, in a sad state of dilapidation, and partly by two old mansions, which had been for many years untenanted. The property was intersected by a narrow alley, much infested by persons of bad character; and the entire locality bore that aspect of squalid poverty, which causes the passenger to shudder, as he reflects upon the extremes of wealth and want which are to be witnessed in this vast metropolis.

Happily, this accumulation of antiquated inconvenience has been swept away; and on its site have been constructed a commodious market-place, a respectable tavern, and between 40 and 50 dwelling-houses. The market is intended for the convenience of the Jewish population of the district, who consume a considerable quantity of fish. The building will likewise afford a comfortable shelter and place of business, at very moderate rates, to those persons whose little trade is at present carried on in the streets. The tavern is also intended for the use of the Jews, who often find it difficult to procure this kind of accommodation: the house is handsomely fitted up, and contains a splendid room, with paneled and enriched ceiling, Ionic pilasters, &c., adapted for the celebration of wedding festivities, which, among the Jews, last several days.

The Market, Tavern, and houses have been erected from the designs of Mr. Arthur Ashpitel, of Old Broad-street, within twelve months. The Tavern was, indeed, built and licensed within three months. It occupies the place of "the Old House in Gravel Lane," engraved in No. 136 of our Journal. Tradition relates this house to have been built by the Earl of Essex, the unfortunate favourite of Queen Elizabeth; whence it was always commonly called "the Palace," the sign now given to the Tavern. Strype's account, (in his Edition of Stowe) is as follows:—

"In ancient times, on both sides of this Lane [i.e. Petticoat Lane], were hedge-rows and elm-trees, with pleasant fields to walk in, inasmuch that some gentlemen of the Court and City built their houses here for air. Here was an house on the west side, a good way in the Lane, [the house in question], which, when I was a boy, was commonly called the Spanish Ambassador's House, who in King James I.'s reign dwelt here, and he was the famous Count Gondomar."—Vol. 1, part 2; page 28. Edit. 1720.

Mr. Ashpitel tried all in his power to keep up the old mansion, but it was too far gone to decay. However, Mr. C. J. Richardson, the author of the splendid work on "Elizabethan Architecture," made careful drawings of every part before it was touched, and intends to publish them.

## NEW BAPTIST CHAPEL, AT LEICESTER.

This spacious Building has just been completed in Belvoir-street, Leicester, for the Particular Baptist Church and congregation hitherto assembling in Harvey-lane Meeting House—a place famous as the theatre of the early ministrations of Dr. Carey, and as the scene for so many years of the pastoral labours of the eloquent Robert Hall. During the time of Mr. Hall's ministry, the Harvey-lane Chapel had repeatedly undergone enlargements to accommodate the increasing numbers who were attracted, no more by the

brilliance of his intellect, than by the genuine piety and christian zeal of that talented divine. Since that time, not only have these augmented numbers been sustained by his successor, the Rev. J. P. Mursell, but even still further extent of ground and building, obtained at considerable cost, have proved inadequate to the full accommodation of all who were anxious to attend. It was, accordingly, resolved to erect a still more commodious building, where, if possible, ample room should be afforded for its stated hearers, and for free seats to the public, and the eligible and central site in Belvoir-street was fixed upon.

The new Chapel is from the design of Mr. Joseph Hansom, Architect of the Birmingham Town Hall. It is circular in plan, with galleries and the other fittings peculiar to that religious body. The mode in which the light is admitted, though somewhat novel as applied to places of worship, is found to be highly efficient, and to produce a very agreeable effect. The disposition of the seats leaves but little room for preference. The main Chapel will accommodate about 1,500 persons. There are also a Lecture-room and School-room. Dr. Harris has observed that he never saw a Chapel so beautiful; never met with one so easy to speak in; nor one in which the congregation presented so beautiful a prospect as, this did, from its architectural arrangements.

The Chapel was opened for public worship on the 15th inst. The services were commenced by a prayer meeting at seven o'clock in the morning, at which a large proportion of the congregation were present. At eleven o'clock, the congregation again assembled, when the chapel was densely crowded in every part. Arrangements had been made by the Midland Railway Directors for special trains from the stations on their line, the result of which was manifest in the vast audience now congregated, amongst whom were visitors from all parts of Leicestershire, from the surrounding counties, and even from Yorkshire, &c. &c. The Rev. J. P. Mursell having performed the introductory part of the service by prayer, &c., Dr. Harris, President of Cheshunt College, and author of "Mammon," ascended the pulpit, and delivered a most eloquent discourse from the words of the 17th verse of the 7th chapter of Job.

A collection having been made, which amounted to £112, the Rev. T. Mays, of Wigston, Independent minister, concluded the morning's service with a most impressive prayer.

In the afternoon, a public dinner was provided in the New Hall, by Mr. Beeson, of the Railway Inn, to which upwards of three hundred ladies and gentlemen sat down. Dr. Legge having asked a blessing, the repast, which was a cold but excellent one, was served up in good style and with the politest attention by the manager. After the cloth was drawn,

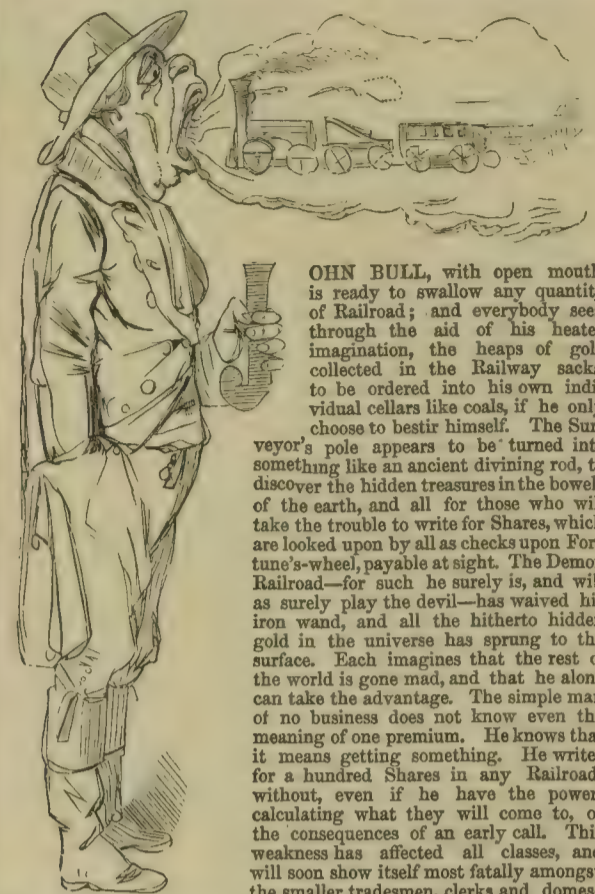
Mr. Mursell addressed the meeting, and briefly recapitulated the reasons which had more immediately led to the erection of the new Chapel, and read a list of subscriptions by the congregation, from which it appeared that £2,050 had been already subscribed. It was calculated that the new edifice would cost a trifle over £6,000. Mr. Mursell urged on those present to continue their liberality, and he had no doubt that £1,000 more would be raised by the opening services.

The meeting was subsequently addressed by Drs. Harris, Cox, and Legge; the Rev. J. Edwards, of Nottingham; E. Stevenson, of Loughborough; J. Toller, of Harborough, &c.

In the evening, an admirable and appropriate sermon was preached by Dr. Cox, from the words, "This is none other than the House of God, and this is the gate of Heaven." The Chapel was again full, and, lighted up with gas, presented a brilliant appearance. Upwards of £60 was collected at the close of the service. The total of collections was £760. It is computed that at the principal service upwards of 2,000 persons were present, and many hundreds could not obtain entrance.

## RAILWAY MANIA.

WRITTEN AND ILLUSTRATED BY ALFRED CROWQUILL.



JOHN BULL, with open mouth, is ready to swallow any quantity of Railroad; and everybody sees, through the aid of his heated imagination, the heaps of gold collected in the Railway sacks, to be ordered into his own individual cellars like coals, if he only choose to bestir himself. The Surveyor's pole appears to be turned into something like an ancient divining rod, to discover the hidden treasures in the bowels of the earth, and all for those who will take the trouble to write for Shares, which are looked upon by all as checks upon Fortune's-wheel, payable at sight. The Demon Railroad—for such he surely is, and will as surely play the devil—has waived his iron wand, and all the hitherto hidden gold in the universe has sprung to the surface. Each imagines that the rest of the world is gone mad, and that he alone can take the advantage. The simple man of no business does not know even the meaning of one premium. He knows that it means getting something. He writes for a hundred Shares in any Railroad, without, even if he have the power, calculating what they will come to, or the consequences of an early call. This weakness has affected all classes, and will soon show itself most fatally amongst the smaller tradesmen, clerks and domestics, who, in some cases, hold their shares, and squander their little

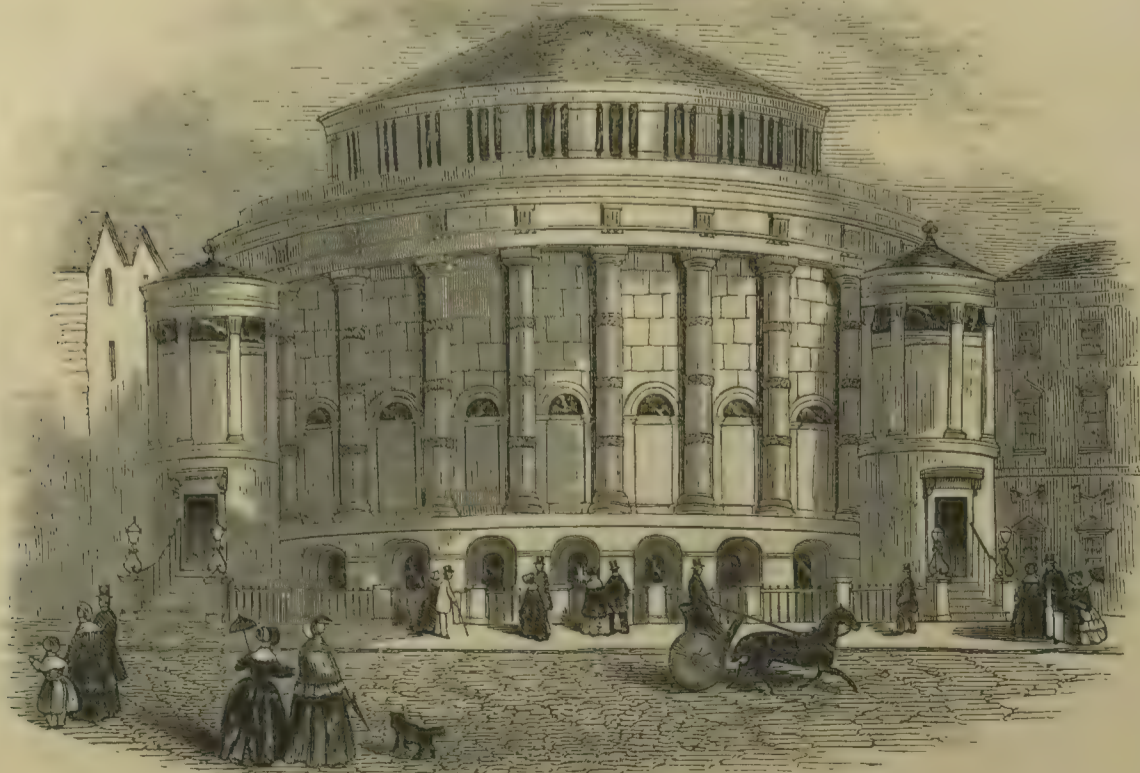
all in the first deposit of £2 or £2 12s. 6d. per share, whilst the scrip remains stationary at one premium. Another call comes like a thunder clap upon them, when they resort to any means to meet it, in the hope of recovering something; but their ignorance of the thing in which they deal must inevitably shipwreck them, as the light when it does break, must show. Many a trusted man is now fast approaching the breakers. Very few can win the thousands spoken so confidently of, and how many must finally be ruined to make the successful leviathan.

Yet every day discovers some new tempting mine of wealth in the shape of a railway. It is now perfectly understood that people shall no longer walk; that railways shall lift their feet from the mud. The days of goloshes and clogs are passing away. We shall soon, like a bird, soar high above the earth—from east to west—from north to south—upon the crowns of palm-like columns—and all for a few pence! The world henceforth has made up its mind to be in a hurry. Ladies may soon go themselves to India for their shawls; to France for their gloves; and buy their ostrich feathers of the bird itself, without even locking up their tea caddies, so short will be the trip. We know not how soon, and really it is a very feasible idea, we may see "the Round the World Railroad"—Mail trains there and back the same day. If Captain Cook could see us now, I think he would feel rather contemptible, and wish his Voyages Round the World out of print. Things are done better by the Cooks of the present day.



The earth, at least that part available for Railways, is now nearly all used up, and the wide awake ones have laid down their sleepers and taken possession of the mud with a Parliamentary writ; so scarce, indeed, has it become, that that small portion which is spread so thin over our bridges is put up to auction at so much a barrow-full, and companies are fighting furiously for the bridges to carry them over. Hungerford Suspension-bridge has been coquetting between two companies for some time, but is at last doomed to tremble beneath the chariot of the universal conqueror—Steam. Waterloo-bridge remains firm, with a stony look upon the aspirants for its possession, determined only to favour the highest bidder. Its friends now begin to look upon the Spendthrift with complacency, in hopes that they may recover some of the money lent him for years, without any chance of a return. The Twining Railway, which, at first, turned politely out of the way of a gentleman's villa or a nobleman's park, is quite *outré*. The Direct, and nothing but the Direct, will any longer do: without consideration for anybody, straight a-head goes the surveyor, with his theodolite, and, in a few weeks, whiz! comes the engine; and, if you stand in the way, to expostulate in favour of your kitchen-garden, make up your mind to scaldings.

Surveyors, by the by, are now getting exceedingly scarce; they are advertised for at their own prices; whilst advertising masters promise to perfect gentlemen in the art of surveying, in twelve lessons, for twenty guineas. Everybody is sorry he is not a surveyor. Under these circumstances, juvenile surveyors are set to work, and have a man to carry the chain, and a chair for them to reach the sight of the theodolite—all the full-grown ones having been used up many months ago. The tillers of the earth begin to tremble as they see their household



NEW BAPTIST CHAPEL, LEICESTER.

and farming men swarm off to the Rail, and even fear that, when the harvest does arrive, the hands will be found wanting to gather it in—for the Ploughman sees nothing but imaginary Railroad Lines as he follows the plough, and, discontented, turns from his task. The Shepherd, who formerly dozed in the grazing grounds, in the midst of his flock—but with much less rumination than any of the sheep—now starts up, and listens to the low, wailing whistle of the train, and drives his charge down to the Station, where they are placed in the vans, and are whistled to town in the most polite society; he and his mate, the ploughman, look wistfully, as the train vanishes, and their ambition is stirred; their strength is at a premium—the pay, on the Railroad, being so much greater than what they have ever received. The Shepherd throws down his crook without hesitation—the Ploughman kicks the clods of his native fields from his heels—and the Railroad has them. Father Thames is also to be robbed of the rich argosies that have floated for centuries so proudly upon his bosom, and he will be henceforth cheated out of his many little perquisites which he has contrived to take entirely to himself in his little traps, like the Goodwin Sands, &c., for Mr. Railroad says he will do for him; that he, with his all-powerful Lines, will walk down to Portsmouth, and fish the richly-laden vessels out of the sea—take them in his arms, run over the land, and pop them safe in dock basins in the heart of London; and if he says he'll do it, he will, and Old Thames must retire from business.

Mr. Railroad has, in the most impudent manner, walked into the midst of the Stock Exchange, where the Old Woman of Threadneedle-street, did her little money affairs, so that the noise might not disturb her in her own house, seized upon the Clerks called Stockbrokers, turned all the legitimate business out of doors, and compelled them to work his ends, and, in fact, has turned it into a Railway Office; the old name is kept up, and the busy bees inside call themselves Stockbrokers, which is a very curious feature in the case; but it must be supposed that the aforesaid Mr. Railroad has dipped into the Act upon Gambling-houses, &c., and thinks it as well to keep up the ancient title of the place, and be civil to the old woman, Mrs. Bank; there is no doubt that he will, in a short time, boldly put up *Railway Central Office*, and entirely abolish the form and title of the old place; the sneaking way in which this is done, may be perceived from her endeavouring, to paste his name over every conceivable thing—as you may see the "*Railway Coffee House*" some miles from anything of the sort—*Railway Caps*—*Railway Newspapers*—*Railway Omnibuses*—*Railway Cabs*—*Railway Spectacles*—and even *Railway Trousers*, which, I think, can only be made for fast men: but, in fact, everything, to be anything, must in some way claim a relationship to the great Leviathan.

Very little is known by the public generally of the way in which the before-mentioned slaves of the Railroad, called Stockbrokers, cook this staple commodity of the day. The tremendous influx of business has caused a great alteration in the manner and customs of the "House." The letters from country correspondents, anxious to have a slight taste of the rich cake so full of plums, are beyond belief enormous (for immense transactions take place between London, Liverpool, Leeds, Manchester, &c. &c.)

Very early attendance at the office is necessary, that the work for the day may be properly arranged before entering the "House," which is opened as ten o'clock strikes; the Broker's Clerk then enters to check, as it is called, the bargains of the previous day, many of which being for the account (the "Account" means a future day, fixed by the Committee of the "House," generally at a period of fourteen days, that is to say, two accounts per month), numberless errors would arise, but for the precaution; this operation lasts for about half an hour, when a rattle is sprung by the porter of the Establishment, and the business of the day commences. Many-tongued Babel is nothing to the noise and confusion that ensues, in which it would seem impossible to transact business of so much monetary importance. The Brokers rush into the "House," calling at the top of their voices the names of the different Share Companies in which they may have orders to execute; they are answered by the Jobber who may choose to deal in those particular Railways, and who makes the Broker a price, as it is called; that is, he names two prices; say, for instance, £1 to £1 10s per share, in 50 or 100; these terms are not expressed as sterling, but as one to a half. The Broker has the option to declare whether he buys or sells; if the former, the high price is understood, and *vice versa*; the next thing to be declared or arranged is, if the transaction be for money or the account, on which fixed account-day the buyer or seller must complete his bargain. Now it often happens that a party has bought or sold what he can neither pay for nor deliver; in that case he must undo the bargain by reversing the operation on or before the before-mentioned fixed day, making a profit or paying a loss; sometimes it happens that from a delay on the part of the Broker's employer, the operation cannot take place in the regular way—in that case the Broker appointed for the House by the Committee, is employed to sell the Shares or buy, something after the style of an auctioneer; the difference is made good by the party who neglects his part of the transaction. The badgering and baiting during these announcements are strange, the Brokers larking and whooping like a herd of schoolboys; this chaos is kept up until three o'clock, when, according to the new regulations brought on by the press of business in the Railways, the House closes, and the Brokers retire to their private offices to write to all their anxious country correspondents, which keeps them at work until a late hour at night.

Notwithstanding the close of actual business, the purlieus of the "House" are filled by knots of men with anxious faces, of all grades and appearances; the guileless farmer in his brown old top-boots, is held by the button-hole by some shabby lynx-eyed Stag, who paints a golden picture to wheedle the sovereigns out of his pocket, and then leans gloomily against the wall, pondering upon the makings of others and his own ruin; some with flushed faces, smelling of sherry, and eating a Leman's biscuit, rush by, grinning with success; the Alarmists look on, shaking their heads, and prophesying an overwhelming ruin, but still tremble and speculate; for the spirit of gain and desire for money has become a madness. The bombshell must soon burst, but all still rush in, though conscious of the shortening of the fusée, and snatch the gold from amidst the threatening sparks.



Accounts from St. Petersburg state, that it is shortly expected the feeble boundary line between Russia and the kingdom of Poland will be abolished, and Poland will thus be fully incorporated with the great empire. On the 1st of January, 1846, the Custom-house boundary between Russia and Poland will cease to exist, so that Polish produce may enter Russia, duty-free, and Russian goods may in like manner pass into Poland. The traffic of both countries will thereby be mutually benefited.

Letters from Genoa, of the 10th of October, state that Don Carlos and the Princess of Beira arrived there on the 9th from Nice, accompanied by their two sons, who are officers in the Sardinian army. The Carlist General Elio is also at Genoa. The passport, given by the Sardinian Government to Don Carlos, gives him the title of "Majesty," and he is always addressed by the Government officers and the public functionaries in the Sardinian States as a crowned head. The Grand Duchess Helena left Genoa on the 7th to meet the Empress of Russia at the lake of Como.



SCENE FROM THE NEW OPERA OF "THE FAIRY OAK," AT DRURY LANE THEATRE.

## SCENE FROM THE "LADY OF LYONS."

Our illustration this week is taken from the First Scene of the Second Act of "The Lady of Lyons," which we have noticed elsewhere, as produced on Monday evening at the Haymarket. *Claude Melnotte* (Mr. Anderson), pretending to be the Prince of Como, is speaking to *Pauline* (Miss Helen Fawcett) of his imaginary Palace, as follows:—

*Melnotte.* Nay, dearest, nay; if thou would'st have me paint  
The home to which, could Love fulfil its prayers,  
This hand would lead thee, listen! a deep vale  
Shut out by Alpine hills from the rude world:  
Near a clear lake, margin'd by fruits of gold  
And whispering myrtles: glassing softest skies  
As cloudless, save with rare and roseate shadows,  
As I would have thy fate.

*Pauline.* My own dear love!  
*Melnotte.* A palace, lifting to eternal summer  
Its marble walls, from out a glossy bower  
Of coolest foliage, musical with birds,  
Whose songs should syllable thy name! At noon  
We'd sit beneath the arching vines, and wonder  
Why Earth could be unhappy, while the Heavens  
Still left us youth and love! We'd have no friends  
That were not lovers; no ambition, save  
To excel them all in love; we'd read no books  
That were not tales of love—that we might smile  
To think how poorly eloquence of words  
Translates the poetry of hearts like ours!  
And when night came, amidst the breathless Heavens  
We'd guess what star should be our home, when love  
Becomes immortal; while the perfumed light  
Stole through the mists of alabaster lamps,  
And every air was heavy with the sighs  
Of orange groves, and music from sweet lutes,  
And murmurs of low fountains that gush forth  
In the midst of roses! Dost thou like the picture?

*Pauline.* Oh! as the bee upon the flower, I hang  
Upon the honey of thy eloquent tongue!  
Am I not blest? And if I love too wildly,  
Who would not love thee like *Pauline*?

## MUSIC.

THE FAIRY OAK; A ROMANTIC OPERA, IN TWO ACTS. BY H. C. COAPE, ESQ.; THE MUSIC BY HENRY FORBES.

It is the custom of French and German critics to attend at least two, if not three representations of a new opera, before a definitive judgment be pronounced on its merits or demerits. It is, indeed, impossible to arrive at an impartial conclusion on the first hearing of a work that may have cost the composer years of toil; and a general view of the whole, but no fixed point of observation, can only be attained. Critics in this country are too apt to decide hastily from the impressions of a first night, regardless, perhaps, of their particular temperament on the occasion, and of the exhaustion produced by earnest watching, and the heated atmosphere of a crowded house. With the limited rehearsals in English lyrical establishments, an extra degree of indulgence ought to be extended to the composers, especially if they are beginners. With every disposition to welcome the advent of a fresh talent in the musical market, we are constrained, after listening twice to "The Fairy Oak," to agree with the general verdict of condemnation pronounced by our contemporaries—but with this qualification, that if the libretto had not been so flat and feeble, the success of Mr. Forbes would have been less equivocal. As it is, the opera fills a gap, and will last until Mr. Wallace, in the ensuing month, tries his fortune with the public. The manager has been charged with filling his house on Saturday last with *claqueurs*, to insure "The Fairy Oak's" triumph; but on the second performance, last Monday, the audience was numerous, although less in numbers, and bestowed quite as much applause, minus the hissing of the opening evening. It is a curious fact, that the sibilant emanated, as we remarked, principally from members of what is called the "Young England Musical Party," whose want of generosity will recoil on them, perhaps, most disagreeably when they enter the field.

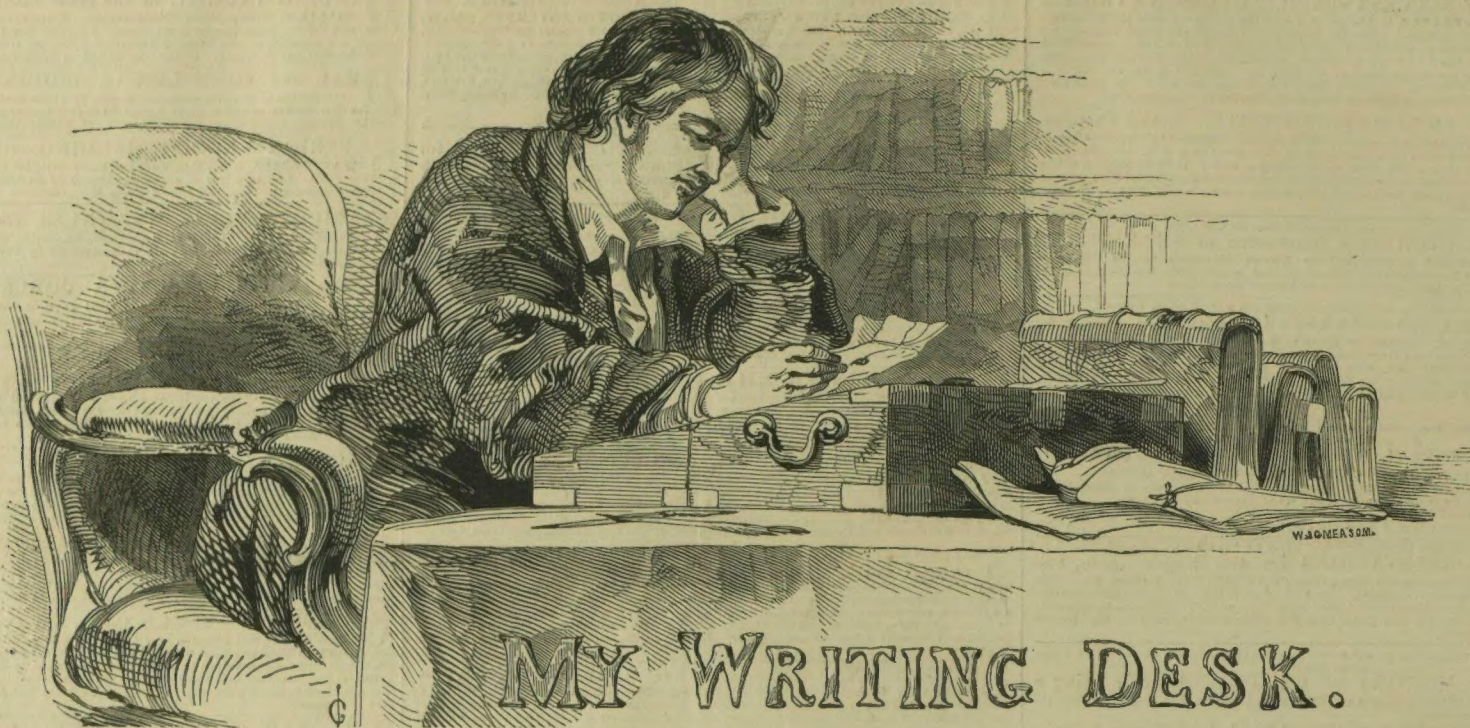
"The Fairy Oak" stands now in this position: it has been universally cen-



SCENE FROM "THE LADY OF LYONS," AT THE HAYMARKET THEATRE.



*[Faint handwritten notes at the bottom of the page]*



## MY WRITING DESK.

*Andantino.*

PIANOFORTE. *mf*

My  
desk is the home of my trea - sure, My desk is the shrine of my care; Oh! all I have loved be - yond  
mea - sure Have left me some dear re - lics there, Have left me some dear re - lics there. The  
dry leaves of long perish'd flowers, Whose perfume has linger'd be - hind, Have made them as sweet as the  
hours Those dear re - lics bring to my mind!

*p*

*cres.*

And, oh! though the rose-leaves have perish'd  
Where all my friends' tokens are laid,  
My memories of them have been cherish'd  
Like flowers that never can fade!

My desk is the home of my treasure,  
My desk is the shrine of my care;  
For all I have loved beyond measure  
Have left me some dear relics there.